JUNE, 1971/60¢

RAILROAD magazine

Since when does a 20 gauge lightweight automatic shotgun pack the power of a 12 gauge?

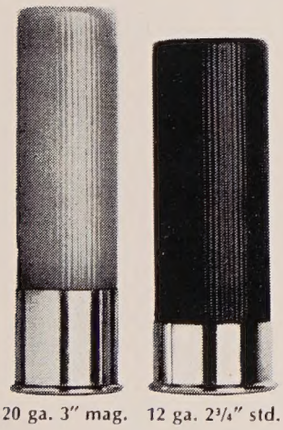
Since now.

Introducing the lightest 20 gauge gas-operated magnum shotgun made today—the brand-new Remington 1100 Lightweight Automatic 20 Gauge Magnum. It's made for hunters who want the punch of a 12 without the weight and recoil.

Ask a shotgunner to go hunting and, no matter what the game is, the odds are he'll reach for a 12 gauge shotgun. Because with standard factory field loads holding as much as 1⅛ ounces of shot with 3¼ equivalent drams of powder behind it, the 12 has become the big gun in the field. Larger gauges are made, but the 12 is about as much gun as most hunters care to handle.

However, there are some hunters (especially women and youngsters) who prefer to carry a smaller and lighter gun, particularly when they're out all day, up and down hills, across fields, in and out of brush.

They often choose a 20 gauge gun. It's lighter, but with factory-loaded shotgun shells offering 2¾ equivalent drams of powder to push 1 ounce of shot, you lose the punch needed for long shots and you have to be darn good to make the close ones.



20 ga. 3" mag. 12 ga. 2¾" std.

A better solution is the 3-inch 20 gauge magnum shotgun shell. It packs up to 1¼ ounces of shot pushed by 3¼ equivalent drams of powder, and the new Remington 1100 Lightweight Automatic 20 Gauge Magnum makes the most of all that power.

The new 1100 is the only lightweight 20 gauge magnum gas-operated shotgun made today. Its solid-steel receiver and other parts are designed to pare away every possible ounce without impairing the 1100's long-established reliability. It weighs only about 6¾ pounds, a full quarter pound lighter than our regular 20 gauge 1100, and three-quarters of a pound lighter than our 12.

This means you won't feel your arms growing longer as the day goes on. More important, it's an all-season gun that's ideal for all kinds of upland hunting.

But what happens to your shoulder when you shoot that much powder in a lightweight gun? Have no fear. In addition to a recoil pad, the new 1100 has the famous gas-operated system that delivers up to 40% less "kick" than any other shotgun action. That alone makes the Model 1100 worth owning.

This new 20 gauge magnum features everything that made the 1100 the world's most popular automatic shotgun including exclusive "vibra-honed" metal parts for less friction, smoother action, richer blueing and Du Pont's RK-W wood finish that protects your gun against rough conditions in the field.

The 20 gauge lightweight can handle, interchangeably, all 20 gauge 3-inch and 2¾-inch magnum shotgun shells. You also have a choice of a plain or ventilated-rib 28-inch full-choke barrel.

One final point. This gun and Remington and Peters shotgun shells are matched by electronic tests to make sure they work well together. These shells can help it perform like a 12 gauge, because their patented "Power Piston" one-piece wads put 10% more shot in the pattern area, giving you a 10% better chance of scoring. And their exclusive "Kleanbore" priming will help you to make your gun last longer as well as perform better.

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RAILROAD magazine

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 87, No. 2 JUNE, 1971 60 CENTS

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Dining cars are vanishing fast from American rails. (Left) Snack and boutique car in France on the overnight run between Paris and Nice. (Right) Scene on the "Train of Tomorrow" (now more properly identifiable as the train of yesterday). General Motors designed and built it as an experimental project in1947, expecting the public to continue to ride passenger trains.

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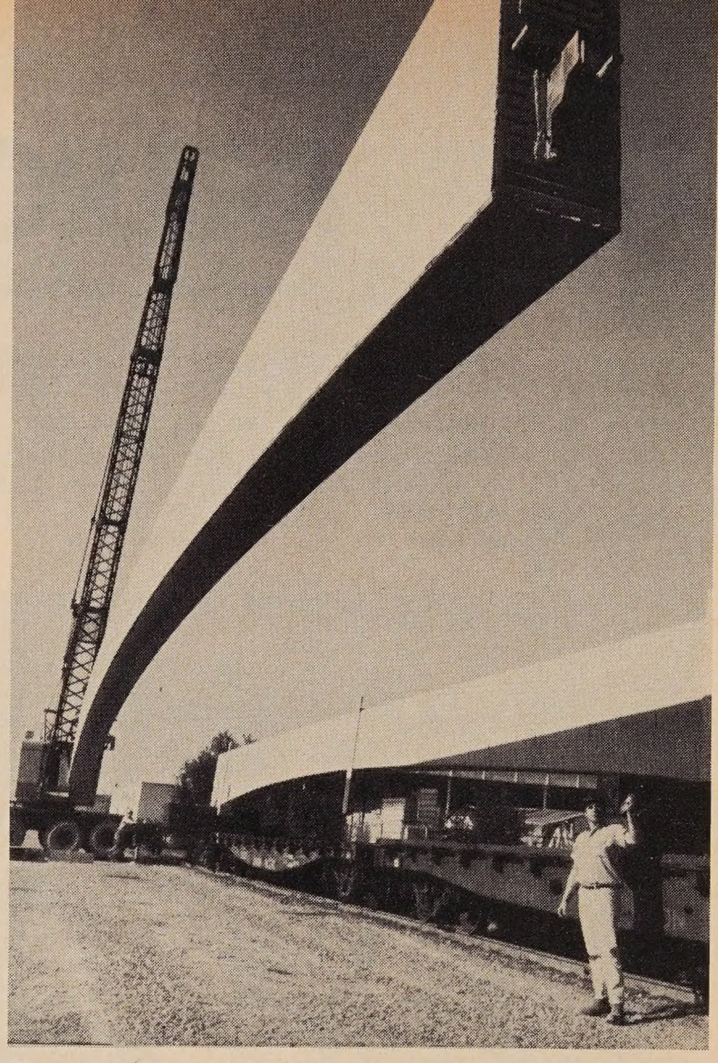
Kathy Wood at entrance to *Rail's End*, formerly a railroad man's estate, now owned by W. B. Drew, who has retained the old railroadiana. An engine headlight mounted above the door of the gargage shines brightly down the driveway at night.
William T. Morgan, Box 6863, Ft. Myers, Fla.

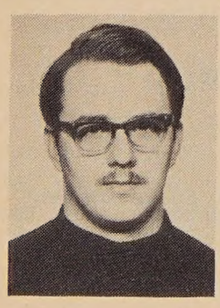


Mammoth concrete beams for monorail are being loaded onto Union Pacific flatcars at Tacoma, Wash., for shipment to Orlando, Fla., where the Walt Disney World is building a new "Vacation Kingdom," scheduled to open next October.
Union Pacific photograph

THE MAIL CAR

where editors and readers meet

COVER photo shows a Boston & Maine switcher running the local on the branch between Northampton and Wheelwright, Mass. It was taken by Preston Cook, 151 Amity St., Amherst, Mass. 01002. This switcher is the only loco on the branch and it makes round trips three or four days a week.



Preston is 24. He expects to graduate this June from the University of Massachusetts with a B.S. degree in mcehanical engineering. For years he worked as a non-raliroad) diesel and gasoline-engine mechanic. He builds model warships for museums and movie productions. ●

PERT PARAGRAPHS. Barricade the doors, Jim Edmonston! Your admission on page 32 that "a soundly engineered and well maintained steam loco is far more efficient than a diesel-electric" could incite a riot among diesel fans.

Years ago, in the floppy skirt era, I cautioned a girl operator against standing too close to a fast train while hooping up "19" orders, lest wind suction draw her under the wheels. One day she got so near a train that the wind whipped off her skirt, which terrified and embarrassed the young lady; but fortunately she was not hurt and still had a slip on. The hogger damn near broke his neck from leaning out the cab window to look back.—Henry Stimson, Lake Worth, Florida.

Taking a Penn Central train from New York to Philadelphia the other day, I rode in a modern coach conspicuously labeled "No Smoking." Tobacco fumes blued the air. "Is this a smoking car?" I asked the conductor. "Oh," he said blandly, "that sign doesn't mean anything."—Freeman Hubbard.

A paradox of civilization is that the world can't do without railroads but still (with few exceptions) can't make them pay. U.S. Chamber of Commerce is now asking the Federal Government, meaning us taxpayers, to underwrite fleets of new freight cars for the railroads. Uncle Sam is already financing the bankrupt Penn Central and the Railpax passenger service. Are we heading fast to nationalization of the rails?

"It's an odd location for generators," says Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124, referring to a picture in the current *Along the Iron Pike* on page 13, "but some Pennsy engines had them in odd places, probably due to the whims of master mechanics." (Incidentally, Bert

I always wanted to be an engineer.

The Red Baron

But here I am running an airline, so I offer you railroad buffs a 17-day railway tour of Germany and Austria.

How would you like to spend 17 days riding on steam railroads, narrow-gauge railroads, a monorail, and cog railroads? Interested? I thought so. So I, The Red Baron, offer you my wonderful Rail Safari to Germany and Austria.

It is a dream holiday for anybody who loves railroading as I do. Here are some of the highlights of what you will do:

You will fly across the Atlantic with a group of people who love railroads, too. All enjoying my famous airborne food and service.

You will land in Cologne, then ride on the famous Wuppertal monorail, built 70 years ago. You will tour a steam locomotive maintenance shop. You will visit Germany's only railroad museum. And the Austrian Railroad Museum. You will ride in a steam train that huffs and puffs up a 200 percent grade! You will ride a narrow-gauge railroad and you will drive the steam engine yourself! I envy you.

I could go on forever, telling you about all the trains you will ride through my Alpine mountains and valleys, and the pictures you will take, but I offer you a folder which tells you everything: the room you get every night with private bath, the meals we provide, how you will also sightsee in Cologne and medieval Rothenburg.

My whole wonderful 17-day Rail Safari is $759* per person including round-trip air fare, all the trains, tips, and an English-speaking tour guide who is also a rail fan and goes with you everywhere.

My folder tells all. Fill in the coupon and send it to me, The Red Baron, at Lufthansa German Airlines BS-IT, 1640 Hempstead Turnpike, East Meadow, N.Y. 11554. Then make your reservations through your travel agent or your nearest Lufthansa office.

Please send me a copy of "Rail Safari to Germany and Austria."

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*Based on 15 participants traveling together as a group on the entire itinerary, based on a G.I.T. fare subject to change. Land arrangements based on each of two people traveling together.

is writing a feature article for us on diesel yard goats in the East. Aside from photos now available, we will need photos showing men at work on or around switchers on eastern roads, including Canadian.)

Many Union Pacific cabooses, unlike those on most roads, boasted various adornments on the cupolas, such as elk horns, lodge emblems, flags, etc., comments Bob Wayner, a New York railbook publisher. This permitted easy identification, comparable to the thick tin markers on some Canadian Pacific vans. (See March '71 issue, page 17.) Who has pix of adorned crummies?

The shocking discovery that Secretary of Commerce Maurice Stans had an interest worth more than $300,000 in a Penn Central subsidiary at the time his department was trying to keep the railroad alive could be a bad development for President Nixon. . . . Regardless of the outcome President Nixon's administration is bound to be tarnished by strong criticism for careless ethical standards as the Stans case unfolds.—Marianne Means in *The Cleveland Press.* ●

NEWSWORTHY. As we go to press, Penn Central has specifically identified 3,500 route-miles of its system for study leading to abandonment proceedings and already has filed petitions with the ICC to drop 800 miles. Also, PC is making a concerted effort to phase out what it terms "inefficient and deficit" freight-car-floating operations. A deal with the Long Island Rail Road, effective March 1st, substitutes the Hell Gate land bridge interchange for freight traffic between the Bronx and Queens boroughs of New York City, as opposed to marine operations. Some 340 freight cars are being transferred daily from PCC to LIRR and vice versa via the bridge.

Is it possible to move people and freight in excess of 400 miles per hour in surface transportation that is pollution-free? Dr. Raymond Chuan and Norman Peterson say yes. They have just been granted a patent on what they call a "Steam Tube Transport System," partly sponsored by the U.S. Dept. of Transportation, Office of High Speed Ground Transportation, and partly by the Atlantic Research Division of The Susquehanna Corp., Alexandria, Va. Is it hopeful fantasy or a scientifically feasible project? Time will tell.

Union Pacific has bought right-of-way land in Box Elder and Weber counties of Utah and on March 18th began building a new 13½-mile line from Hot Springs to Bear River Bay on the shore of Great Salt Lake for a developing chemical industry in that area. Schedules call for completion of the line by September 15th.

Effective March 23rd, the Milwaukee Road has extended its freight operations to Portland, Ore., due to a trackage agreement with the Burlington Northern. "Entry Day" was fittingly celebrated.

A new air-pollution law, effective June 19th, forbids the operation on New Jersey highways of "diesel-powered motor vehicles which, when in operation, emit visible smoke in the proximity of the exhaust outlet for a period of more than five seconds." No mention is made of diesel locos.

Burlington Northern is marking its first year of corporate life by undertaking two great, new merger-related, construction projects estimated to cost over $35 million. Most of this sum will be spent on an ultra-modern freight classification yard—BN's largest—at Minneapolis, Minn., for which grading began this spring and completion is expected in 1974. The remaining $5 million-plus is allotted to a 4,000-foot bridge spanning Latah Creek at a height of 190 feet at Spokane, Wash., also started this spring but due for completion in 1973.

About 670,000 riders a month fail to pay their fares on Long Island trains. An audit of the railroad by Arthur Leavitt, New York State controller, reveals this startling fact.

The computer has edged out traditional methods of identifying freight trains on the Santa Fe. The time-honored system gave even numbers to eastbound trains, odd ones to westbound. Under the new system each train is identified by a three-digit number. The first digit indicates point of origin; the second, type of traffic; and the third, destination. Santa Fe owns more than 70,000 freight cars and operates hundreds of freights daily on its 15,000 miles of track. Train movement data is constantly being fed into a master computer for use in scheduling, accounting, and customer service.

Railway Express Agency, a great historic organization which the railroads owned until 1969, no longer ships by rail but confines its shipments to trucks and airplanes. Blame this on the swift decline of passenger trains.

Although *Railroad Magazine* is not generally sold on news-stands throughout Mexico, you can get it each month at Sanborn's drugstore in Mexico City, reports Victor Teach, Cedral 228, Colonial Mitras, Monterrey, N.L., Mexico. Victor is writing a book on Mexican railroads and is the author of a fine new paperbacked book entitled *Mexico,* 254 pages, 6½x9 inches, with considerable text matter, 114 illustrations in color, an index, and a bibliography, which is available from him for $8.50 postpaid. ●

ONE MAN'S OPINION. I enjoy all of *Railroad* except its foreign items. Keep the gals coming. I'd hate to live in a world without women.—C. K. Given, Sr., 2557 S. Parkview Dr, Betzwood, Norristown, Pa. 19401.

Since 1938 I've enjoyed your magazine because it is entertaining, authentic, and informative; but I wish you would bring back some of the true-to-life railroad ghost stories that you used to have—tales of phantom trains, ghostly section gangs, unexplained eerie happenings on long-forgotten railroad tracks, and mysterious figures of long-dead firemen, hoggers, brakemen, towermen, etc.; also weird lights, spooky whistles, and bells moaning on lonely nights. Such tales used to be a regular feature of your magazine.—Joseph J. Beble, Trailer Park, Rte. 36, Space 1, Hazler, N.J. 07730.

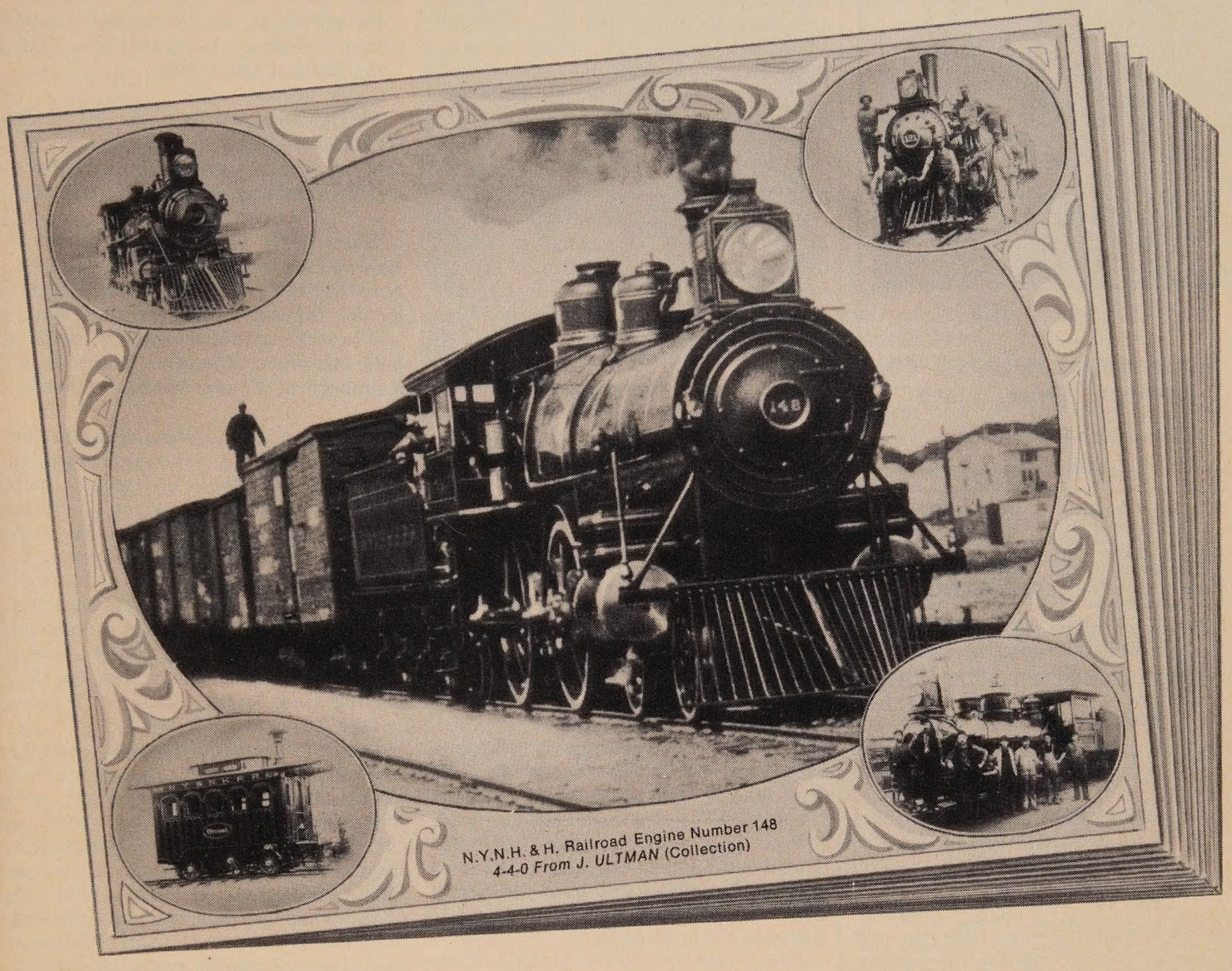
I dislike photos with railroad subjects only in the background, but females in the foreground.—John Dalton 19 Hillside Pl., Cranford, N.J. 07016.

Railroaders and fans are not necessarily different people. Some railroaders are Michigan Railroad Club members. Many have an interest in their company's operations which impels them to act as unofficial public relations men in helping strangers to visit their properties. For example, when a dispatcher gives you an employee timetable and helps you to locate scenic spots on grade for pictures and asks station agents on your route to assist you, he is a railfan building goodwill for his road.—Elmer Treloar, 101 California St., Highland Park, Mich. 48203.

Photo of the *Atlantic Limited,* CP train 41, in the April issue, page 47, pleasantly surprised me. Consist for that day was: diesel units 8578, 8475, 8753, and 8754, container car 820048, baggage car 4231, coaches 2292 and 2246, dome diner 503, and sleepers *Chateau Latour, Chateau Viger, Dunsmuir Manor,* and *Monai Manor.* I have long traveled trains 41-42, taking pix and meeting crew men. Over the past five years, unit 8578 has been the lead only once.—David Louis, University of New Brunswick, Fredericton, N.B., Canada.

I have every issue of *Railroad* from Oct., 1906, to date in my personal collection. As a dealer in railroadiana, I can testify that collectors are seeking diligently to buy your back issues to tap the wealth of information and enjoyment presented over the years.—

SPECIAL OFFER! "Vintage Steam Power of New England" 1860-1900



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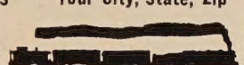

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Fred Arone, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522.

As a result of reading my first copy of your magazine in 1908, I began railroading on the old Omaha line and was a boomer trainman until 1916. Later I became a streetcar motorman on the old Denver Tramway. Now 82 and retired, I depend on *Railroad Magazine* to keep me in touch with railroading, especially the steam days I used to know.—Charles F. Hubbard, 842 Inca St., Denver, Colo. 80209.

I was prompted to make a career of railroading by reading H. G. Monroe's feature on "The Rathole Division" in Jan. '39 *Railroad Magazine*. The article thrilled me so much that I hired out on the Louisville & Nashville.—E. E. Robinson, 1316 Sunnyfield Lane, Chattanooga, Tenn. 37412. ●

I FIRST saw your magazine in Oct. 1906 and haven't missed an issue since—except, of course, during the ten years when it was not published. Chet Boyd inquired in Feb. '71 about an old railway he had seen on maps. It was part of the Southern New England, which was being built by the Grand Trunk from Palmer to Providence, R.I., to give them an Atlantic seaport. The line was fostered by C. M. Hays, president of the GT; all work on it ceased when he went down on the *Titanic* in April, 1912. My father was the Central Vermont roadmaster. If the branch had been completed, it would have been under his supervision. At that time I was a Boston & Albany yard clerk at Palmer, getting paid $17.99 per week of seven 12-hour days. I took dozens of pictures of trains passing there, and still have the negatives.—R. C. Harris, 296 2nd Ave., Asbestos, Que., Canada.

PERSONALITIES. Tom Smith, Jersey Central's new president, started his rail career in New York Central's law department in 1956.

Frank Norris of Chicago (1870-1902) wrote the most controversial railroad novel of all, *The Octupus*, dealing harshly with the Southern Pacific. At the time it came out in 1901, the SP was a dominating force in California politics and was said to control the state legislature. *The Octupus* is in demand today as a collector's item.

Besides being a locomotive engineer, I make and sell rubber stamps with the outlines of diesel units, including the F-7, GP-35, and SD-45 as well as a 2-8-0 steamer. Send SSE for details and prices.—T. A. Myhre, P.O. Box 158, West Chicago, Ill. 60185

When I was a Pacific Electric motorman long ago, I had a conductor who deliberately held the car doors open so that we'd be late and he could collect overtime. For years he did this and got away with it. Also, a Dominguez Local motorman, slow as molasses, daily held up a stream of expresses and limiteds. No concept of punctuality. Management did nothing about it—or did they try unsuccessfully and if so, why were they unsuccessful?—Robert J. Swan, Box 1866, Long Beach, Calif. 90801.

By the time you read this, our Mike Eagleson will be making a month's tour of Czechoslovakia, South Africa, and Mozambique "in search of steam."

Harold H. Carstens, publisher of *Railroad Model Craftsman*, Ramsey, N.J., has been elected president of the Hobby Industry Association of America, Inc., being the second publisher to hold this office. The other one is A. C. Kalmbach of *Trains, Model Railroader*.

I was one of the first fellows in the Midwest to make a hobby of trolley view postcards. Have had several such collections, one of which boasted 10,000 cards from U.S., Canada, Australia, and New Zealand, alphabetically arranged. I have tried to get Virgil Staff to part with some of his beautiful girl photos—they'd make a wonderful 1972 calendar—but he won't answer me.—Russell S. Lyle, 21 Marson Dr., Dayton, Ohio 45405.

John A. Walker, who died recently in Kelowna, B.C., Canada, at age 105 was probably the world's oldest railroad man and had a 75-year membership in the Brotherhood of Locomotive Engineer's. Hiring out to the Canadian Pacific at Portage la Prairie, Man., in 1881, when he was 16, he followed mainline construction from Winnipeg to Calgary. Later he went into engine service, served under five CP presidents, and retired in 1930.

H. G. Shugars, brakeman on the Southern Pacific's *San Joaquin Daylight*, has been writing poems for years and giving them to passengers. Here is the first verse of one of them:

You are welcome, dear friends,
and we're happy
To have you aboard our train,
For we know that if you enjoy this
trip
Some day you'll be with us again.

I am a Chesapeake & Ohio locomotive engineer on the Big Sandy subdivision, working out of Shelby, Ky., and have seen small metallic decals of steam locos placed just under the load ampmeter of some diesel units. They are not official company insignia. Where can I get these decals?—Paul E. Kelly, City 4, Box 56-E, Pikeville, Ky. 41501. ●

OVERSEAS. Although I like *Railroad* very much, I think it puts too much emphasis on steam and U.S. only," while European rail periodicals have a broader scope and are more international.—Jean-Michel Leclercq, 3 rue de la Republique, 38, Grenoble, France.

Nearly 1,000 brides have had honeymoons by train since the Austrian Federal Railways announced free tickets for newlyweds. "The women more than the men are economy-minded," says conductor Rudolf Schubert. "They also confide that their bridegrooms pay more attention to them in a train than behind the wheel of an automobile."

Fire of undetermined origin destroyed most of the main railway station in Lucerne, Switzerland, toppling the historic dome that had been the gateway to the Alps for millions of tourists, but nobody was badly hurt.

Grim-faced men on the 12:26 train from Cambridge, England, flashed identification cards at passengers and told them to remove their shoes. They said they were tracking down that dreaded farmyard disease, fowl-pest.

In car after car, passengers obligingly shed their footwear. Then each filled out an official-looking form as a white-coated man went about supposedly spraying their shoes with disinfectant.

By the time the train reached London, some 50 persons were still shoeless. Their shoes were thrown on the station platform by the men before they went off. The passengers then sorted through the jumble to find their footwear, and went on their way. This episode was a hoax by a group of Cambridge University students.

To celebrate the 100th anniversary of the Vitznau-Rigi-Railroad in Switzerland, Europe's first cogwheel railway, the original steam-driven trains will take passengers up to the Rigi-Kaltbad, weekdays from May 24th to Sept. 25th. On top of this mountain, 5,906 feet high, visitors will be entertained with folk events.

The diesel-electric locomotive and several coaches of a Yugoslavian train recently caught fire in the 5,000-foot Vranduk tunnel near Zenicia; 35 persons were suffocated, but workers from a nearby steel mill saved many lives.

Elephants are used in place of railroad switch engines at a cement plant in India. One of them can push three loaded freight cars and throw track switches with its trunk. (Indian railway cars are smaller than those in U.S.

Here in Japan, railways are electrified, which prevents me from attaining my ambition to ride a steam train.—Kazuyo Seko, Hongo Kayumi, Iinancho, Iinan-gun, Mie-Kan, Japan.

German train hostess helps passengers aboard *Trans-Europe Express.*

Hostesses have just been introduced by the German Federal Railroad on all Trans-Europe-Express trains. Their familiarity with the passing landscape as well as timetables helps to make travel more interesting and pleasant. German trains which do not have hostesses are equipped with information call buttons on a trial basis. If you want to know anything about the railroad or the terrain, press the button. A flashing light then informs the train conductor on his next walk through the car and he will answer your question. ●

APRIL ISSUE. Elmer Treloar's photo on pages 20-21 recalls memories of 1918 when our regiment was in training about two miles south of Chaumont viaduct, Sept. 17th to 24th, getting ready for the Meuse-Argonne drive. I often saw long freight trains cross that viaduct hauling supplies to the front. Have read every issue of *Railroad* since 1916.—John Rapke, R.D. 5, Rome, N.Y. 13440

I am grateful for the readers' reaction to my "Personal Documentary" Much to my surprise, not one of the many comments received thus far has been unfavorable.—Freeman Hubbard.

The "Personal Documentary" in April *Railroad* affords me an inside look at the life and career of Freeman Hubbard. I am glad he put so much stress on the problems of being an editor.—Bert Pennypacker, author of books and magazine articles, Philadelphia, Pa.

I read with much enjoyment "Interesting Railfans No. 100." Congratulations on having gone through the first hundred, many of whom are friends of mine! I recall the time, long ago, when Gil Burck left *Railroad*. I was invited to take over his job as associate editor, but it paid so little that I declined.—Everett L. Thompson, manager of passenger operations, Baltimore & Ohio Railroad, Baltimore, Md.

It was a great pleasure and a source of much appreciation to read "Interesting Railfans No.100." Such achievement, frankness, and modesty! I was amused by its recurrent plaint about the lack of a secretary. How often have I bemoaned the lack of one!—George S. Schuyler, author and editor, New York City.

The "Personal Documentary" is very interesting and splendidly done.—(Miss) Blanche Mosler, Rock Island engineer's daughter, Oklahoma City, Okla.

I, for one, am very happy that Railfan No. 100 is still around. May he never run out of steam!—Charles F. Knudsen, of the Knudsen Publications, Chicago, Ill.

I was most pleased to read Hubbard's life story. It could have been expanded many-fold, including—if modesty permitted—his generous sharing of time and knowledge with young railfans. I will remember the *Railroad* office in the old Sun Bldg. at 280 Broadway, New York, dominated by a big map on the wall whereon Hubbard marked off the increasing toll of abandoned railroads.—Louis Hertz, author of books on model railroading and toy trains, 4 Colvin Rd., Scarsdale, N.Y. 10583.

Because Hubbard's *Railroad Avenue* was the first railroad book I ever bought, I enjoyed the author's life story in your April issue.—James G. Schneider, president of Kankakee (Illinois) Federal Savings & Loan Association.

Congratulations, Freeman, on *Interesting Railfans No. 100.* You certainly spoke for all editors in the first two columns of your piece and once again when you wrote, "I cut corners, improvise, and take chances." Hang in there tough, run the book your way, and—as always—"Save a gallop for the avenue."—David P. Morgan, editor of *Trains,* 1027 N. 7th St., Milwaukee, Wisconsin 53233.

Photo on page 29 shows the type of coach I've often taken afternoon naps in. The Reading still uses them on trains 4 and 7 between Reading, Pa., and Philadelphia, carrying hundreds of commuters daily. I rode one such train the other day with six coaches and nearly all seats filled between Philadelphia and Phoenixville. It gave me

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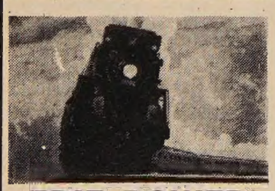

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the happy feeling that the Reading was still in the inter-city passenger business. I enjoyed that photo from "back when," along with Hubbard's article which featured it.—John G. Conz, 134 East St., Williamstown, Pa. 17098.

The Erie bridge wreck pictured on page 18 has been identified by James McGuire, a retired Erie chief dispatcher, P.O. Box 72, Callicoon, N.Y. 12723, as having occurred at East Corning, N.Y., on the Chemung River in the 1940's. The old piers, he says, could be the remains of the defunct Elmira, Corning & Waverly electric line which paralleled the Erie from Waverly to Corning. These facts are confirmed by David Connor, Addison, N.Y. 14801, and Don Filson, Box 12, Lowman, N.Y. 14861. The picture looks eastward, with the abandoned EC&W roadbed on the right and the Lackawanna mainline on the left. The bridge was never replaced, except temporarily. According to John Hrebenar, RD 1, Conklin, N.Y. 13748, the wreck happened at Gibson, N.Y., on the Chemung River between Corning and Big Flats, possibly in the big flood of 1935.

I protest aganist the whiskey ad on page 13, which is contrary to good railroading, as I believe Rule G is still in effect. Aside from that, *Railroad Magazine* is very good and I enjoy it. —Rev. Clarence H. Klein, 610 E. Linden St., Titusville, Pa. 16354 ●

DISASTER. One summer day in 1914 two hand trucks loaded with crates of luscious strawberries and traveling men's luggage were standing in the baggage room of the Denver & Rio Grande depot at Rifle, Colo., while passengers strolled leisurely up and down the platform, waiting for the next train, which was a little late.

Instead of pulling the trucks out onto the train platform to meet the train as he should have done, the station agent remained in his office doing paper work. Suddenly he heard the train whistle for the order board. After giving him the board, he rushed excitedly into the baggage room to get the trucks. He was pulling one down a slight slope to the platform when it rolled too fast for him and ran across the platform onto the track. While trying vainly to stop it, the poor agent was cut to pieces by the oncoming train, his red blood mingling with the scattered red strawberries, in full view of the screaming passengers! That horrible sight I will never forget.—Clyde H. McMillan, State Soldiers Home, Hot Springs, S.D. 57747. ●

MENTAL LAZINESS. Why are cliches or bromides used so often in conversation and letter writing? Four of the most boring platitudes are "Let's face it," "If you know what I mean," "Keep up the good work," and "Have a good week-end." They are a sloppy abuse of our language. Tiresome also is the repetition of "end of an era," "in all walks of life," and (in summer time) "Is it hot enough for you?" And must *all* railfans be described as "avid"? The dictionary has plenty of synonyms. When people ask, "How are you?" do you always give the same old trite answer, "Fine"? Why not think up a new reply in advance, long before such interrogation, and thus be prepared to surprise your casual questioner with originality?

No bromide is more irritating than the stupid accusation from a halfwit, "Are you trying to knock me down?" after you have merely brushed against him or her by accident in a crowded subway train or elsewhere. Only a genius in the art of profanity could answer *that* charge effectively. But we all talk or write in cliches now and then. It might be helpful to make a private list of those we use most often and then find substitutes for them. This editorial is printed as a public service. ●

VIRGIL STAFF. When I started taking pictures of girls with rail backgrounds years ago, I had no thought of *Railroad Magazine* but was tired of seeing all the old standard stock shots. At Bay Area Museum meetings, which I attend the boys would bring entire scrapbooks of San Francisco Muni photos, with the pictures stuck on the pages close together. They all seemed to look alike, more or less, and rarely showed human interest. So I thought, "Why not cover the lines in such a way as I have actually seen them?"

The pictures should have human appeal. Each shot should include at least one human being. I had learned that long ago from reading the *National Geographic*. In order for photos to live, they need life, personalities. I don't know how many of my shots will live, but I do know that they won't interest most people, including myself, without some sort of life in them.

I am not impressed by the argument that such shots are phoney. Most of mine are based on what I have actually observed at one time or another but failed to photograph then, either because I had no camera at the time, or wasn't close enough, or was too stupid to focus right until it was too late. I've seen girls get off or board the *California Zephyr* in high heels and bikinis. I've watched others board and exit the Muni cars in bikinis and high heels. I've even seen 'em sit on the curbs waiting for trolleys and get off streetcars while playing with yo-yos.

I've seen young ladies perched on fire hydrants while waiting for "N" cars. I've seen 'em in shorts having a

picnic on the Western Pacific right-of-way and I've seen 'em sit on the pavement and watch the train take on passengers. I feel that the use of photogenic people, especially girls, fills gaps in the composition.

Comments on my pix at Bay Area Electric meetings are almost universally favorable, although I have heard a few snide remarks, presumably uttered in fun. Typical questions are "Where do you find all those broads?" and "Glad to see you are getting national coverage on the Muni." Many members show serious interest in where I get the models. One middle-aged man said he enjoyed my shots tremendously. He said his daughters grabbed *Railroad Magazine* as soon as it came into the house and searched it, as a sort of guessing game, to find out which pix I had made. The daughters like my photos so much that their father has promised to photograph them in railroad scenes in the near future.

Virgil Staff answers his critics by telling how he feels about rail-girl pix.

Another railfan tells me that when his copy of the magazine arrives, his wife promptly looks for my pictures. This fellow is probably the best informed of all Muni fans and he says the photos are good.

I also get a pretty heavy correspondence on the subject. Two fellows wanted the addresses of the girls, but I won't answer these. Here are a few of the comments:

"Why don't you make up a set of glossy prints of your models that pose around trolleys and trains to sell to lonely old bachelors throughout the country who remember the trolleys of their youth?"

"The girls are perfect, but don't make too many of the tunnels."

"I really admire the human-element photos in *Railroad Magazine*."

"Now comes the latest *Railroad* and more of Virgil Staff. That full page of Muni 1141 and Elena is great."

"Since I am a red-blooded American as well as a railfan, I enjoy the mixture of my two favorite pastimes in your photos."

"I admire your pix, especially those which show girls dominating the foreground or otherwise enhancing the scene."

You never expected to see a photo like this in *Railroad Magazine*. Backdrop for the unidentified young lady is Western Pacific's train 18 coming into Fremont, Calif., rounding a curve at speed on January 4, 1970, at 10:35 in the morning.

As Diane Thomas was waiting on Carl Street, San Francisco, for a westbound car last Sept. 26th, a PCC going downtown headed for west portal of Sunset Tunnel.

"I have seen pictures of San Francisco streetcars and girls galore in recent issues of *Railroad*. Very interesting. Now I'm writing to ask if you could sell color slides of them."

"Aw, c'mon now, Virgil, let's knock it off with all those broads in so-called train and trolley photos. Most of them are badly posed. *Railroad's* editor must be getting soft to print your stuff. Thank goodness, *Trains'* editor knows good photos from bad and is above printing rubbish."

Anyway it's fun shooting these pictures and more so seeing them published in a magazine where many readers can enjoy them. Some of my models have become train-conscious; they question me about trains and consider them to be pretty "hip." So I have no apologies to offer.—Virgil C. Staff, Box 268, Berkeley, Calif. 94701. ●

In case you didn't know it, Virgil Staff has taken hundreds of railroad photos without girls. Nearly all of them show human interest. You can see three men in this shot of D&RGW 488 taking coal and sand at Chama, N.M., on Aug. 4, 1964.

FORT COLLINS has the most unusual crossing of three rail lines I have ever seen. Colorado & Southern main line runs through this city north and south between Denver and Cheyenne. Burlington Northern operates the C&S as a separate road; a C&S branch runs south to Greeley, then northwest to LaPorte and north to a rock quarry. A branch of Union Pacific's Dent subdivision runs into Fort Collins from Dent, from southeast to northwest.

The three lines cross here and they have what I would call a double wye. A train on any route in any direction can be turned to go in any other direction on any of the lines. The UP crosses both C&S lines and its track has a gate at each crossing. All three lines cross Colorado highways 1 and 4 and U.S. route 287 about 100 feet east of the wye. C&S main line operates for five blocks in the middle of Mason Street. Milepost 74 is set in the sidewalk. Trains are restricted to 15 mph. There is no passenger service here, but agents use both depots for express and freight. I have been reading *Railroad Magazine* for almost 36 years.—Jim Crump, ex-conductor, 318 S. Whitcomb, Fort Collins, Colo. 80521. ●

Under the cold rigid framework of Railpax, such pleasant views as you see here will become increasingly rare as time passes. Only a few months ago this train, Western Pacific's operation of the *California Zephyr*, was stopping regularly at Fremont, Calif., to pick up passengers. That train is gone from Fremont forever.
Photograph by Virgil C. Staff

OLDTIME HOGGERS. F.C. Bush, Sr., of Orlando, Fla., recalls days before the 16-hour law when he fired steam locos continuously for as long as 48 hours! "In 1924," he says, "I was promoted to running passenger engines on the Atlantic & West Point. We had 18 regular passenger trains then; today, none." Mr. Bush has built two fairly large models: 4-4-0 No. 12, the first engine he ran on the A&WP main line in 1921, and 4-6-2 No. 280, the last one he ran before retiring in 1950.

George Dever, a New York Central engineer for 30 years, is enjoying a second career as a trainman on the Hugh Taylor Birch State Park Scenic Railroad in Fort Lauderdale, Fla. The midget train takes passengers on a 3-mile tour of the park, including a half-mile beach.

Writing in *Locomotive Engineer* (the B. of L.E. journal), retired engineer E.J. Stephens, Rte. 1, Ark. 72653, says: "Here is a bunch of nicknames that were hung on men who ran Rock Island locomotives. You can imagine why some of the names were given. Cannon Ball, Barrel Head, Cold Water, Wild Bill, Bull, Gang Buster, Cutey, Zip, Spooky, Panicky, Scotty, Stubbey, Monkey Wrench, Stoker, Soup Bone, Battling Nelson, Eat a Bite, Squeeky, Eagle Beak, Sky Rocket, Slippery, Click, Red Nose, Pinky, Pard, Curly, and Snuff."

After 19 years of retirement, I cherish the lingering memory of those passing years when the rattle and roar of blasting exhasuts and pounding rods of the old Iron Gallopers could be heard rushing and roaring through the blackness of night, or the heat of the noonday sun, lugging the heavy tonnage, wheeling the hotshot manifests, the fast mail, and deluxe passenger trains —many were dillies in their day. Over mountain tops and in the valleys below could be heard, like friendly voices, the familiar, sometimes mournful, wail of the old steam whistles.

Today as I linger down memory lane into the final sunset, the most rewarding memory of all is the long, enduring friendship of the many fine men with whom I worked on the Southern Pacific Lines in Oregon.—W.L. Tupper, 65 W. 30th Ave., Eugene, Ore. 97405 (author of a 54-page book, *Lingering Memories of Iron Horse Days*, $1.95, postpaid). ●

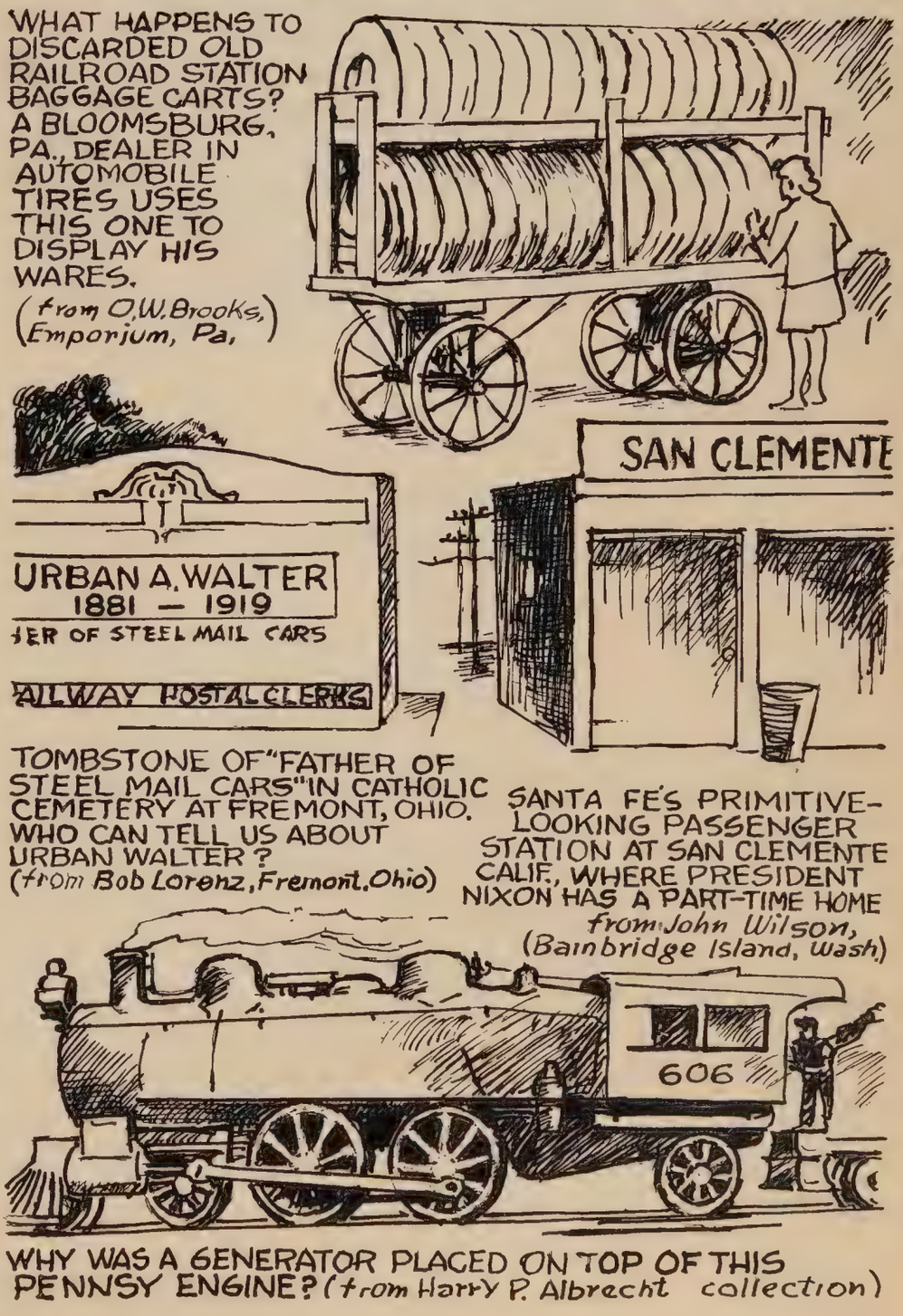
BACK in 1949 I was second-trick operator on the B&O at Erie Jct. in Lima, Ohio, where the Erie and the Nickel Plate crossed the B&O. The Erie put out a message saying that an unidentified man had been seen taking pictures of various railroad operations and might possibly be a foreign spy gathering strategic information. In the event that any stranger should come into the office and ask questions about an interlocking plant, the message stated, we were to get on the Erie dispatcher's phone, ask DS for the correct time and repeat the question, this being a tip-off that we were in trouble. DS would then notify the police so they could come to our office and pick up the suspect.

Also, I had arranged with the operator at NS tower that if either of us ever needed the city police, one would get on the phone and ask, "How is your dog and pups?" Thereupon the other man would call the cops.

One Sunday afternoon after the Erie passenger train had left, a man with a camera and notebook, came into the office from the Erie depot and inquired how operation at the crossing was handled. Becoming suspicious, I asked where he had come from. He said, "I'm an Erie employee from New Jersey taking pictures for a collection." This sounded screwy to me, so I phoned the Erie dispatcher, "What time is it?" and repeated my question twice. Each time he gave me the correct time. Deciding that I was not getting anywhere with this guy, I called Leroy Sures at NS tower and asked, "How is your dog and pups?"

The police came. They took the camera man to the Erie depot and held him for about six hours while they and Erie detectives grilled him. Finally they turned him loose. Then he came back to the office and introduced himself as Bob Malinoski. I have since learned that he is quite a photographer —I have seen some of his work. In 1951 I gave up my rights as an operator and went into engine service. I wonder if Malinoski recalls the incident I have just related?—Frank T. White, B&O engineer, 1580 Pueblo Dr., New Miami, Ohio. ●

ALONG THE IRON PIKE — by Joe Easley


WHAT HAPPENS TO DISCARDED OLD RAILROAD STATION BAGGAGE CARTS? A BLOOMSBURG, PA., DEALER IN AUTOMOBILE TIRES USES THIS ONE TO DISPLAY HIS WARES.
(from O.W. Brooks, Emporium, Pa.)
URBAN A. WALTER
1881 — 1919
ER OF STEEL MAIL CARS
AILWAY POSTAL CLERKS
SAN CLEMENTE
TOMBSTONE OF "FATHER OF STEEL MAIL CARS" IN CATHOLIC CEMETERY AT FREMONT, OHIO. WHO CAN TELL US ABOUT URBAN WALTER?
(from Bob Lorenz, Fremont, Ohio)
SANTA FE'S PRIMITIVE-LOOKING PASSENGER STATION AT SAN CLEMENTE CALIF., WHERE PRESIDENT NIXON HAS A PART-TIME HOME
from John Wilson, (Bainbridge Island, Wash.)
606
WHY WAS A GENERATOR PLACED ON TOP OF THIS PENNSY ENGINE? (from Harry P. Albrecht collection)

PHOTOGRAPHS OF THE MONTH

While a girl was waiting for a Santa Fe passenger train on July 27, 1970, at Pinole, California, a long freight rolled by.
Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

P.J. Templeton, Box 111, Mendon, Illinois 14506

Turn this picture upside down and it will look almost the same. Even the business car on the rear of Louisville & Nashville train No. 3 was reflected in the clear shining water of the fast-flowing Etowah River last January 17th.

Sharply detailed for an interior scene is this brightly-lit view of a Canadian National steamer in the famous Spadina Shops in Toronto on January 25th, 1970.

Bill Botkin, 13 Columbia Rd., Convent Station, N.J. 07961

Jim Seacrest, 2101 Birchwood, North Platte, Neb. 69101

Howard V. Pincus, 5 Eldredge Pl., Rye, N.Y. 10580

← Union Pacific streamliners at North Platte, Neb., are lined up to go west: (left to right) No. 93, the Platte Valley mixed train; No. 105, the *City of Denver*, and No. 103, the combined *City of San Francisco-Los Angeles-Portland*.

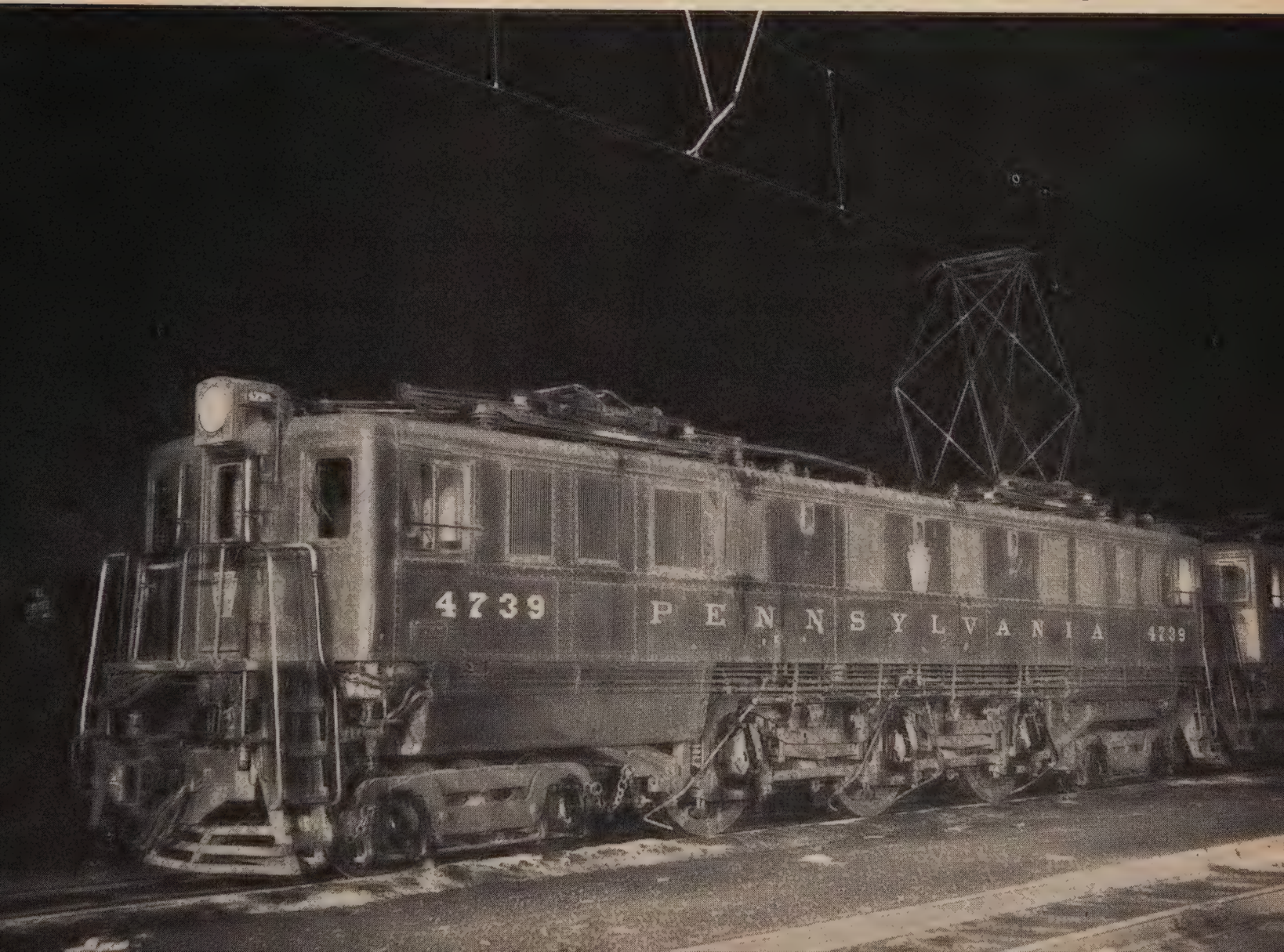
Waiting for a checkup in the Canadian National's Spadina Yard on Dec. 30, 1970, was a GR-17 General Motors GP-9, with 33,000 pounds of tractive effort, weight 232,000, and vintage of 1957.
Percy Booth, 47 Farmcrest Dr., Agincourt, Ont., Canada

← Steam triumphant! No. 759, eastbound at Moscow, Pa., upgrade out of Scranton to Lehigh Summit on May 31, 1970, at 1:12 p.m.

H. Osgood, locomotive engineer on the Green Mountain Railroad in Vermont, explains to railfan Lisa Mangan of East Arlington, Vt., how the oiler is used.
Edwill H. Brown, 402 W. Main St., Norwich, Conn. 06360

Doubleheaded Canadian National freight is climbing the grade at Dundas, Ontario, on July 4, 1953.
Elmer Treloar, 101 California St., Highland Park, Mich. 48203

Bud Rothaar, 757 Pierpont St., Rahway, N.J.
The motor pit on a 1959 midnight in South Amboy, N.J., finds a P-5 awaiting her crew to head freight ET-1 westward. This class was making its last roundup, as the new E44's were already on the drawing board.



Proudly flying U.S. flags, Gold Coast's 4-6-2 No. 153 at Fort Lauderdale, Fla., fills sky with smoke above diesels 591 and 570 of Seaboard Coast Line's *Silver Star* train on May 17th, 1970.

William T. Morgan, 1449 Linhart Ave., Ft. Myers, Fla. 33901

Remember the days of Great Northern steam? Here is 2-8-2 No. 1800, class W3, on the hill to South Tacoma, Wash., in 1955.

W. Wilkinson, 4423 N. 11th St., Tacoma, Wash. 98406

John W. Barriger, Chief Executive Officer of the Boston & Maine and one of our *Interesting Railfans*, was recently given this original Howard Fogg painting of B&M Berkshire type. An official of Union Tank Car Company made the presentation.

Reading 4-6-2 No. 121 is highballing the *Queen of the Valley* westbound through Topton, Pa., on a winter day in late 1930's.
Available from Bruce G. Saylor, 2836 Leon Ave., Audubon, Pa. 19407

BALDWIN 4-8-0's

STILL IN REGULAR MAINLINE SERVICE

by K. WESTCOTT JONES

No. 215, one of the two Baldwin-built engines currently operated in the Benguela Railway in Angola, Africa, is shown at a station.
K. Westcott Jones, Michael Rd., London, S. E. 25, England

ONE of the world's most unique and most successful railways still has all-steam operation with 109 locomotives that include two 12-wheelers built by Baldwin fifty years ago and a net profit that runs around the African equivalent of $5 million a year!

This is the Benguela Railway (Companhia de Benguela), an Anglo-Portuguese system with a gage of 42 inches. It operates over 838 route miles from Lobito on the coast of Angola through the African highlands to the Congo border. If political squabbles and border problems didn't interfere, its steam-powered trains could run without change all the way from Lobito to Cape Town, 3610 miles!

The Benguela's novel claim to fame is its use of eucalyptus fuel. Sir Robert Williams, who founded the line in the early 1900's, foresaw difficulties in a country without coal, oil, or wood, so he imported eucalptus trees from Australia and planted them beside the tracks. The line was not completed to the Congo border until 1928—and through connections with Elizabethville (now Lumbumbashi) were established in 1931—but by then vast eucalyptus plantations were spreading over the Angola highlands. Engines consume their own forests as they go along, but this is no primitive woodburning operation.

Eucalyptus logs are cut into long thin pieces, each weighing about 20 pounds, for hand-firing, and great stacks of logs are built up at refueling stations. Two firemen are carried on each locomotive, one for trimming and loading up, the other for normal firing. At depots, graphs are maintained on the performance of each locomotive, and efficiency has been brought up to a high pitch. With a 450-ton train on a 2 percent grade, a Beyer-Garrett is not expected to burn more than two ounces of wood per ton-kilometre moved. Boiler pressures are low, usually 160 to 180 pounds per square inch. Water demands are rather less in consequence than in East or South Africa, so that a fuel stop is made to coincide with watering. The main freight is copper and zinc hauled from Zambia and the Katangan Congo down to the coast, but general merchandise goes up-country in great quantity.

However, not all engines on the Benquela Railway burn wood. The classic Baldwin 4-8-0's are used on the coastal plain, burning South African coal. These two locos, plus four German-built switching tankers, are the only non-British power on the system. Crews, maintenance men, and management alike are fond of the Baldwins, calling them *Americanas*. These engines are kept in spotless condition at Lobito shed, their red and gold builder's plates shining on the smokebox doors. You should see them! Complete sets of spare parts are retained in special racks at the Nova Lisboa workshops, which are among the biggest in Africa, 260 miles away from their home depot. Every six months or so they steam up there for an overhaul, burning eucalyptus for the last 150 miles of the trip.

Classified as 9d (B), the Baldwins were built in 1921 and delivered to Angola in 1922, even before the Benguela Railway had been completed. They were numbered 215 and 216, which they still are. Equipped with Walschaert valve gear and Gresham and Craven injectors, they are kept in their original condition, but their tenders came from an earlier North British Locomotive Company 6d, class of 4-6-0's. Their whistles are pure American.

Numbers 215 and 216 work out of Lobito shed mostly on local passenger trains running to Benguela,

Oilburning Beyer-Garrett engine, class 10-a (D), 4-8-2 + 2-8-4, hauls empty copper-service cars up the escarpment for the return trip to Zambia. The train is crossing the Commander Alvaro Bridge over Lengua Gorge, nine miles and 330 feet above Benguela. The railway reaches its maximum altitude at Vila Nova. It operates 109 locomotives, all of them steam.

Photographed by the author in August, 1969

No. 216, Baldwin 4-8-0, is still in active service on plains in Portuguese East Africa.

All photos on this page made by the author

No. 405 (4-8-2), built by North British Locomotive Co., hauls express for interior communities of Nova Lisboa.

21 miles away. During the sugar season, one or the other Baldwin makes a daily turn to a plantation near Chivanda, eight miles and 200 feet above Benguela, where a train of freight cars loaded with cane is collected and brought down to the coast. Sometimes they handle short freights into Lobito harbor. When North American rail fans arive in Lobito, as happens on rare occasions, they are shown the Baldwins. If plenty of advance notice has been given by a group, they will put on a special train doubleheading up the grade as far as Monte Saoa, 17 miles and 1100 feet above Benguela.

No less than 57 of the 109 engines on the railway are Beyer-Garretts. Some 19 of these, built in the late 1950's, are retained for arduous climbing and are equipped for oilburning on the 2½ percent grades. In September, 1969, work began on a deviation line known as the Cubal Variant; which will, by next year, provide a relatively level route to Cubal, at present 119 miles from Lobito, and allow these grade-section Garretts to take loads of over 1000 tons instead of the present 450.

Passenger trains to the interior are luxurious and lavishly equipped. The company cannot sell speed, so it offers comfort and courtesy. First-class cars, on the rear of all passenger trains to Nova Lisboa and Texeira da Sousa, are made up in single- or double-berth compartments, even with showers! The dining cars are adjoining clerestoried survivors of a nearly-forgotten era of magnificence and are overhauled annually and kept in glittering condition, with silver wine-bottle holders, fine linen, gleaming silverware, and semi-chandeliers. Food and service match the surroundings, but prices are unexpectedly low, a five-course dinner with imported Portuguese wine costing only about $2.25.

Although the first dinner that is served after you leave the coast is eaten behind a powerful Garrett locomotive producing oil smoke, your breakfast and all further meals until lunch on the third day out—close to the Congo border—are attended by gongs and other traditional sounds from up front and the delicious aromas akin to those emanating from the log fires in old-fashioned luxurious hotels. Eucalyptus smoke is even said to cure the colds that some passengers may have.

The late train connoisseur Lucius Beebe would have loved this service, while men like Mike Eagleson are sure to drool over the mere mention of Baldwin 4-8-0's in mainline operation.

Photograph by the author

How many North American readers have seen woodburners? Here is a Beyer-Garrett taking on eucalyptus logs as fuel. Each log weighs about twenty pounds and the locomotive is hand-fired.

Mixed Trains and Native Women

by GEORGE J. GALE

MY UNCLE ROY, a Michigan Central train dispatcher who became general manager of the Copper Range Railroad, used to tell me tales about primitive railroading and native women in northern Michigan. I also experienced such things first-hand, having worked telegraph agencies in the North Woods in the early 1900's.

One mixed train was known as the "Muskeg Special." Coupled behind its caboose was a wooden, open-platform coach called "the Lumberjack," in which logging men rode to and from their lumber camps and invariably got drunk on pay day. A trip on this train was an event to remember. The bearded, roughhousing lumberjacks wore Canadian mackinaws, Saginaw pants, German socks, and Chippewa Indian boots.

I think Canadian trappers and lumberjacks were Michigan's first white settlers. Later came the Frenchmen, with small hands and feet and shrewd minds. They wore Sears Roebuck pants of cheap material, with ravelings from the legs braided into intricate patterns, and they toted their belongings over the shoulder in gunnysack bags tied with rope. These pack-sacks were called "turkeys." I often made them myself when I had heavy loads to carry.

The "Mike & Ike," or "Whiskey Northern," was the Minnesota & International, a Northern Pacific branch running south from International Falls, Minn. It also was popular with loggers. Its mixed train had a day coach named the "Caribou Crate," while the train itself was generally referred to as the "Mosquito Express" because of the vast swarms of blood-sucking insects in that area.

A trip on the M&I was something to tell your grandchildren about. The conductor was Jim MacDonald, a lean Scotsman from Maine who had worked on the Panama Railroad and walked with the catlike spring that characterized boomer trainmen. The Mosquito Express ran on wobbly track. Burned tree stumps and the spoor of wild animals were familiar sights along the right-of-way.

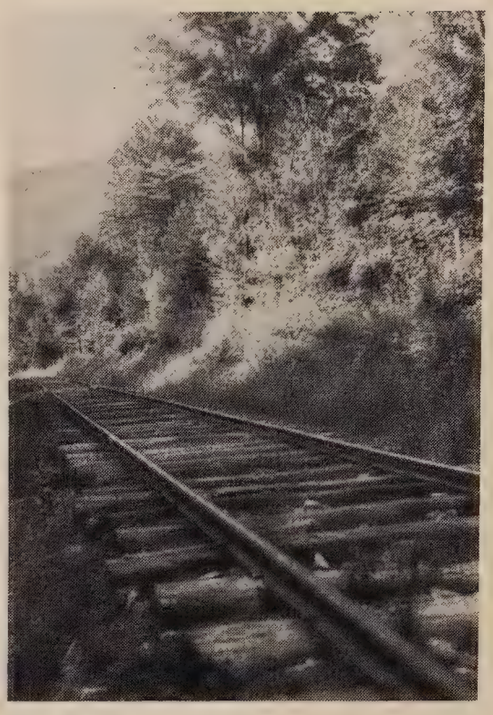
Aboard the train there might be a dark-skinned Chippewa Indian with his rifle, his family, and a birch-bark canoe. Always there were lumberjacks, maybe a Roman Catholic priest or a Protestant minister, and a gaudily-clad prostitute or two with roving dark eyes on the lookout for business. I knew one trainman who became quite wealthy because a lady of ill fame had financed him.

Another famous day coach ran on the Grand Trunk Pacific between Fort William, Ontario, and Winnipeg, Manitoba. This trip on a mixed train dawdled along for two days. People dubbed it the "Nichi," meaning Indian, and its coach the "Papoose." It was the accepted way of travel for Indian girls and squaws between the Frenchmen's head country, the fish-filled Sturgeon Lake, and Windy River. Old "Doc" Rollo would deliver a healthy redskin baby from a pregnant squaw on this coach once or twice each summer. As on most coaches in the North Woods in those days, there was much drinking aboard. The Union News agent, a shifty-eyed Russian lad out of Winnipeg, served the male passengers as a bootlegger as well as a procurer of immoral women. It all comes under the head of railroad lore.

Later, when I was pounding brass at various stations on the Alaska Railroad, a fading luxurious car known as the "Squaw Coach" transported Nonana Indians, local Healy miners, roughnecks from the Philips logging camp, and the bully boys who herded Scotch West Highland longhorns as well as buffalo and musk oxen on the Mercer cattle ranch.

The passengers, maybe half of them drunk and very, very happy, were delighted to see pretty Athabaskian Indian and Eskimo girls, black-haired and laughing, board the train for Fairbanks. It was a case of romance riding the rails. Many a lonely, sex-starved miner or cowboy found in the Squaw Coach a shapely native girl willing to be his wife and he took her to a home more pleasant than the one she had been accustomed to.

This unusual car, I learned, had been built for a foreign prince. Made of bullet-proof steel, with windows high and narrow enough to let you duck easily out of rifle fire, it was ideal equipment for the snow country. When the Alaska Railroad bought the car they named it the *Sand Flea,* but that name didn't



stick, for Alaska has neither much sand nor many fleas. I was still on the railroad payroll when they sold the car for scrap. It went out with the steam locomotives, telegraph instruments, and section gangs.

My Uncle Roy told me that when he was working for the Nogales & Guaymas Railway in Mexico they had a mixed train which was named the "Sandal Feet" for the sandal-clad soldiers who guarded the line. That was one of the world's slowest runs. It took 24 hours to cover 260 miles, being "in the hole" for faster trains more often than it was on the main line, and would tie up at Hermillio for the night. At the mid-day dinner stop, women, chattering like magpies, cooked chicken in old metal wash tubs over open fires and you could buy a succulent piece of fowl on fresh lettuce for 25 centavos. Maybe it wasn't very clean; but what the hell, when a guy is damned hungry and no other food can be had it tastes mighty good.

I should know. Years later I happened to be riding that mixed train. We stopped for grub at the spot where Mexican dames were boiling chicken in wash tubs. An English passenger warned me: "Don't eat that stuff, old fellow, or you might get a tummy ache." But I ate it just the same. I must have a zinc-lined digestive system, for I never had a stomach ache in Mexico. ●

Railfan hikers greet Western Pacific train 18 heading out of "launching pad" over Chestnut Junction in 1964. Moving down Third Street in Oakland, California, this passenger train will stop at the Washington Street depot.
Photograph by Virgil C. Staff

PASSENGER TRAIN SURVEY

ALTHOUGH bus travel is slower, more smelly, and less comfortable than train travel, it often costs more, the Midwest Travel Service points out in a circular boosting Santa Fe rail trips out of Oklahoma City. Listing comparative rates, the travel bureau shows that train rates are lower than bus rates to such cities as Ardmore, Okla.; Wichita, Fort Worth, Dallas, Houston, Chicago, and Los Angeles. Moreover, it says train fares are from one-sixth to one-half of airplane rates.

USUAL procedure is to drop trains. But the Canadian Transport Commission varied this pattern the other day by ordering Canadian National to set up a dayliner passenger train operation between Capreol and Nakina in Ontario, 428 miles. The tri-weekly service in each direction will stop at such isolated communities as Foleyet, Hornepayne, and Longlac. It will provide transportation at convenient daylight or early evening hours in an area where there are no highways or airlines.

Also, CTC has ordered that *The Canadian* continue on its present schedule. But Canadian National's trouble-ridden *Turbo* passenger train, for the second time in its two-year history, has been taken off its Montreal-Toronto run indefinitely because of "mechanical difficulties." And CN recently dropped trains 7 and 8, operating between Winnipeg and Montreal.

Now it wants to get rid of a commuter train which, as we go to press, is still running each evening from Toronto's Union Station through Agincourt, Milliken, and Unionville to Markham. Because that train doesn't make a return trip, it is known locally as the "one-way wonder." It has only one car, no matter how many people want to ride it. CN officials don't seem to understand why it is losing money.

That train is in competition with the Canadian Pacific, the Gray Coach bus-

Westbound Canadian National train No. 5, the *La Salle*, leaving Toronto Union Station, approaches an overpass.
Elmer Treloar, 101 California St., Highland Park, Mich. 48203

es, Toronto Transit Commission buses, and the GO Transit Service operated along the lake shore for the Ontario Government. The Toronto *Globe and Mail* editorializes:

The bus services aren't too anxious to provide the essential links in a commuter service. Of course they aren't. CP Rail doesn't want to cooperate either. Like CN, it is eager to get out of as much service as possible. Each different run is serving its own purposes only, and if they don't happen to meet the needs of passengers, that sometimes seems purely coincidental. There is no coordination and the reason is obvious: the complete absence of any Ontario transportation policy that would impose coordination.

The same might be said of all of Canada—an absence of a national transportation policy which would impose coordination of all transport services across the nation.

These problems keep coming up in Parliament at Ottawa. Speaking in the House of Commons, Charles H. Thomas urged the national government to subsidize rail transportation just as it provides airports for airlines. He said

CN would be highballing along with a profit if it weren't for the interest it must pay on debts incurred at its birth in 1923. Since World War II, the system has had an operating profit on all but three years, but interest payments keep it in debt. Ronald Gondin told Commons that Canadian National is on the brink of disaster because of "too many foremen, too many inspectors, too many useless people on the payroll." And Doug Rowland said CN should abandon the profit motive before it abandons all passenger lines.

A NATIONAL survey of privately-owned railroad passenger cars is being made by the newly-organized Association of Private Rail Car Owners. Three-page questionnaires have been sent to 57 owners requesting technical specifications, total investment in equipment, miles traveled, and revenue accruing to the carriers. After analysis, a compilation will be sent to Railpax Corp., which is taking over passenger operation, to show the profit potential to the national rail network in private car movements. Owners not contacted may help the survey by getting forms from Otto Janssen, Rail Production Associates, 300 Independence Ave., Washington, D.C. 20003.

"Our coverage is far from complete," Mr. Janssen tells us, "but at least this is a start."

REMEMBER those wonderful parlor cars, those high-backed easy chairs? I would always start a trip on a parlor car by trying to appear busy. Out would come my briefcase. But eventually the steady click of the wheels would get me. I would rock with the motion of the train, and in no time I would be dozing the day away. . . .

However, I guess such things were too good to last. The automobile finally moved from being a luxury item to something everybody had. And once they had it, they had to use it. Personally, I think this was a step backward. Belting along a super-highway at 70 miles an hour is not my idea of genteel travel.

First of all, I certainly can't doze off. And there is nobody to hand me a refreshing drink. . . . In other words, in the name of progress I have been changed from a pampered guest when I travel to a nervous, eyes-glued-to-the road guy who does all the work.—Frank Lowe, *Montreal Star.*

NON-SMOKERS will enjoy this joke. I heard that the railroads experimented with a combination cattle car and passenger smoking car; but it was a complete failure because they couldn't get livestock to ride in a car with tobacco fumes.—Jerry Moore, 340 35th St., Riviera Beach, Fla. 33404.

Three views of Canada's first double-deck passenger train, in CP Rail's Montreal suburban service. (Above) Trainman Roy helps commuter into car and Conductor Miron collect upper-level fares from clips along lower edges of galleries.
All three photos from CP "Spanner"

"EUROPE, which seems to improve trains as fast as the United States retires them, offers proof that railroads can compete with, and often outstrip, airlines and automobiles." So says *Saturday Review* magazine in an article on trains in foreign countries. The writer, David Butwin, declares that U.S. railroads, "neglected like po' relations for the last 40 years," are finally getting a little help from the Government in the form of the new semi-public Railpax Corp. The big question is, he adds, "Will Railpax get there in time?"

Butwin asserts that "a key advantage" of foreign railroads is the "largely nationalized rail system that keeps trains running no matter what the cost."

He points out the special ways these railroads drum up business with such devices as special low rates for tourists, computerized ticketing, high-speed runs, and special amenities (news-stands, barber and beauty shops, secretaries), the use of comfortable equipment.

PENN CENTRAL has added a "combine" bar car on its mainline commuter runs between Philadelphia and Paoli, morning and night. This was a baggage car on an old siding near Baltimore, Md. Shopmen scrubbed and painted it, paneled it in walnut, adorned its walls with vintage railroad signs, and installed a 15-foot bar. Half the car is still used for baggage, but the other half is equipped with 52 newly upholstered seats for passengers who like to consume hot coffee, non-nutritious pastry, orange juice, oversalted peanuts, $1.25 cocktails, or 65-cent cans of beer.

Pat King, head of the railroad's Philadelphia commuter service, devised this car as a substitute for the gleaming metal cart full of so-called edibles and drinkables that used to be wheeled down the aisle.

"It's the only car of its kind on the entire system," he says, "but if it catches on like wildfire we'll find others to refurbish in a similar fashion."

And Sherwood Harris, one of the car's two bartenders, adds "It gives communters a chance to unwind before they get home."

DAVID W. KENDALL, chairman of the eight incorporators of the National Rail Passenger Corp. (Railpax), is skeptical of railroad management's so-called deficit figures for passenger operation.

"Nobody knows just exactly what those loss figures mean," he says. "It's only guesswork how much of the old deficits can be attributed to patronage and how much can be cured by first-class service and marketing." NRPC has appointed Harshe-Rotman & Druck, Inc., 300 E. 44th St., New York, N.Y. 10001, to make a comprehensive marketing and communication survey designed to promote intercity rail passenger service in the U.S.

"HOW to Kill a Passenger Train," reprinted here, shows the kind of material you find in the 12-page *Rail Travel Newsletter,* edited by James Russell and published twice monthly by Mes-

sage Media, P.O. Box 9007, Berkeley, Calif. 94709 (25¢ an issue, $4 a year).

Dealing with the railfan is one of the most critical elements in efficient passenger train elimination. The average traveler is easily discouraged. Once you've removed palatable food, created inhospitable stations, drawn up impossible schedules, eliminated every service —in short, done all the obvious and many of the more subtle things that tell passengers to get lost, you may still find yourself stuck with a number of rail buffs who not only persist in riding trains but also actively encourage others to do so, and who are the first to complain publicly about your passenger removal operations.

However, all is not lost. One fairly sure-fire way of handling these strange and often psychotic individuals is to kill them with kindness. Railfans usually have a passion for special excursion trips. The best plan is to cooperate fully in arranging these. They tend to mollify the rail fanatic, so he pays less attention to your regular passenger trains. After all, no money is lost on a few excursions a year—they're far better than regular daily trains—and with the buff quieted, the day will arrive sooner when your normal service is gone, your varnish sold, and you can declare your rails suitable for freight only. Excursions will be ruled out, and you can concentrate upon the real business of railroading—diversification.

A CLEVER cartoon appeared in a recent monthly issue of *News from National Association of Railroad Passengers* (417 New Jersey Ave., S.E., Washington, D.C. 20003), the gag line being, "Due to circumstances beyond our control, service on this railroad has been restored until further notice." Readers who favor more and better passenger trains instead of few trains and worse service should join NARP's fight for that objective. Regular membership dues, $5 a year; contributing membership, $10; participating, $25; sponsoring, $50, and sustaining, $100.

HOPING to save a famous train from oblivion, Justin H. Brown, 1803 E. Glenoaks Blvd., Glendale, Calif., organized the Wabash Cannonball Railroad Club, whose growing membership is kicking in $2 each ($1 for students) for a lobby in Washington, D.C., on behalf of the Detroit-St. Louis train around which a rollicking ballad, written long ago, is embedded in rail lore. Operated originally by the Wabash, then by the Nickel Plate, finally by the Norfolk & Western.

A CALIFORNIA-BOUND train pulled out of Chicago Union Station the other day with a boy of 14 racing frantically after it and his mother screaming from the train's rear car. So the stationmaster, John Culliton, disregarding the rule about boys riding locomotives, revived the "great train chase." He ordered the westbound train stopped at a suburban station, then hustled the boy aboard a nearby switch engine. The engineer thundered five miles down the track to deliver the youngster to his frantic mother in less than 15 minutes.

"Everything happened so fast I didn't even get the boy's name," said Culliton. "He said he got off the train to buy a magazine."

LOUIS LEFKOWITZ, New York State attorney general, has called for creation of a state agency to subsidize passenger-train routes that Railpax omits from its limited rail network.

RONALD REAGAN, California's governor, is no railfan. He made that clear in a form letter which his office distributed to correspondents disturbed by the initial omission of north-south rail passenger service in the West Coast. He wrote: "Topography and intercity distances on the West Coast mitigate against conventional railroads

Despite its elegant architecture, the old Baltimore & Ohio passenger station at Cumberland, Md., is being razed. Its hand-wrought, ivy-leaf, iron grillework will be preserved in museums. The lady, Pat Fleming, secretary to the division superintendent, is saddened by the death of this quaint depot.

Photos by Hugh Wilmoth, 819 N. Main St., Wheaton, Ill. 60187

Twenty years ago: Duluth, South Shore & Atlantic train with engine 55 waits at Calumet, Michigan.
Photograph by Elmer Treloar

as a viable mode of transportation for passengers, and all the existing passenger trains in the California corridors operate at a loss."

His press release indicated concern for the "millions of taxpayers who may be forced to subsidize a system which is basically uneconomical." Although he endorsed "truly high-speed ground transportation" which would attract enough revenue to pay for itself." *Rail Travel Newsletter* comments:

Reagan has been sharply criticized in the past for supporting the influential highway and oil interests of the state, some critics see his new remarks as further support of highway and air transport and a blow to the underdog rail travel proponents. His present position places him in opposition to all 40 of the state's elected Congressmen and Senators, with one exception, who supported West Coast rail service under Railpax.

TOM TABER, chairman of the Board of Transportation of Morris County, N.J., is pleased with the 105 new "push-pull" cars which the Erie Lackawanna is receiving for commuter service in his state. He is quoted as saying the new equipment has had only "minor teething troubles, nothing of any consequence." Tom is a member of NARP and the Railroadians of America. He led a three-year fight to have the new cars equipped with 2-2 seating, while the New Jersey Department of Transportation wanted the less comfortable 3-2 seating.

ARE any mixed trains left in America? Yes, a few. *The Official Guide* shows that the Great Western (not Chicago Great Western, which is now part of C&NW) operates "mixed train service." All GW trains are mixed. You can buy a ticket to ride any of the three daily freight runs during the best season, Monday through Friday, out of Loveland, Colo., occasionally out of Longmont. GW's passenger tariffs filed in the 1930's are still in effect. Round trip fares range from 15 cents (Johnstown-Milliken) to $1.16 (Loveland-Longmont). Any run may detour down a branch line. Cabooses are the only "passenger equipment." If patronage warrants, one or more crummies are coupled onto the train. This information, by Jerry Applebaum comes from *Spike & Tie,* published monthly by the Blackhawk Chapter of NRHS.

Down by the Depot

One way of expressing your interest in passenger service is to join the Railroad Station Historical Society (dues, $3 a year). RSHS issues a bi-monthly illustrated *Bulletin*, usually 14 large pages, edited by Bill Rapp, 430 Ivy Ave., Crete, Neb. 68333. The group's secretary-treasurer is Sanford Downs, 901 Dale Dr., Lincoln, Neb. 68510.

Recently the *Bullletin* had a fascinating account of the late Bradford Lee Gilbert, the New York architect who designed a wide variety of railroad depots all over the U.S., Mexico, and Canada. It's a safe bet that few of our readers knew Gilbert ever existed. The long list of his stations, including location, railroad, and date built, is very impressive.

"Many railroad depots are being torn down and lost forever," laments Bill Rapp.

But read this heartening comment from Al Franck, Box 312, Media, Pa.: "If you want to see a cheerful, spic-and-span railroad depot of the almost forgotten past, look at the Penn Central station today in Chester, Pa. Its floors, furnishings, and waiting room are clean, with no scribbling by halfwits on the walls or benches, and you'll even find plants and flowers on its clean, sun-filled windowsills. I often ride the PC between Philadelphia and New York and, at times, local lines also. It is greatly improved."

Does any other reader have good news about stations? Meanwhile, here is a nostalgic poem, "Little Red Depot," from H. J. H. Koster, 1623 May, Wichita, Kan. 67213, a retired Santa Fe station agent and operator with a fine service record dating back to 1910.

Little red depot, asleep in the sun,
Your duties are over, your work is all done.
No longer do passengers wait at your door
And doze on your benches or pace your wood floor.

Your waiting room's cluttered with dirt and dead leaves
And last season's bird's nest still clings to your eaves;
But your broken-paned windows remember the day
When life was exciting and busy and gay,
And folks in the village would gather to spend
A few minutes watching the train round the bend
And chug to a stop with a bang and a choke
And a spray of its steam and puff of its smoke.

And your rusted old stove can remember and boast
How folks crowded 'round to get warm as a toast;
And the water tank faded and warped by the sun,
Can be proud of its function to help the train run.
Now all that is left are the echoes and sighs
Of the happy reunions and mournful good-byes;
But, little red depot, it's time for a rest.
Enjoy your retirement; you've given your best. ●

TRACKSIDE IN THE DIESEL AGE

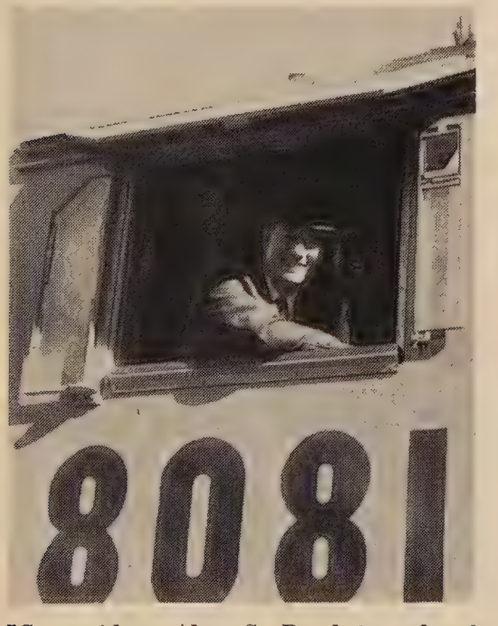
By Jim Edmonston

PADUCAH rides again! Famous in steam days as Illinois Central's loco rebuilding capital, this Kentucky city is still in the limelight. Last Jan. 26th Paducah turned out its 100th rebuilt diesel, GP-10 No. 8081. The IC president, Alan S. Boyd himself, proudly wheeled it out of the shop. EMD built it in 1955 as a GP-9, 1750-hp. road-switcher for freight: IC number 9081. The rebuilt unit now packs 100 more horses, traction motors of increased capacity, a new high-voltage electrical system, and an upgraded air-brake system. Presumably 15 years of useful life has been added.

Paducah began rebuilding diesels in 1967, producing 18 that year. As the shop is enlarged (388 employees in 1967, 572 in Jan. '71), the output improves. Projected 1971 output is 50 locos. Thus IC joins the Santa Fe and Southern Pacific in substantiating the theory that a good rebuild is more economical than new power every 10-15 years.

Also in Kentucky, Louisville & Nashville has just begun a $1.9 million project of upgrading the diesel maintenance facilities at its South Louisville Shops. This will include a spot-repair system using modern production-line techniques to provide for periodic inspection and maintenance of L&N's nearly 900 diesel units. It is being designed so that engines undergoing maintenance may be moved easily to any of 21 specialized locations for a wide variety of repair work.

There will be four new major work stations: (1) point for repair of locos that failed in service or units requiring heavy repair, (2) classified repairs, (3) installation of a new process for cleaning parts, and (4) a soundproof load-testing cell in which locos may be tested at speed, designed to satisfy both environmental standards for noise control and planned needs for greater sophistication in testing.



IC president Alan S. Boyd in cab of 100th rebuilt diesel at Paducah shops.
Illinois Central Railroad

Likewise in Kentucky, Dallas Moore of Rte. 2, Lewisburg, wants a comparison of costs between steam and diesel, say, moving 100 cars 100 miles over the same railroad. He asks why, if diesels save so much money, the roads claim they are financially hard-pressed. Would they be running today if they hadn't dieselized? This is a tough question.

Briefly, I admit that a soundly engineered and well maintained steam loco is far more efficient than a diesel-electric! On a trip such as Dallas mentions, a steamer properly run would be cheaper than a comparable diesel, due primarily to the lower price of fuel and the higher original cost of diesel equipment. This, of course, is why the Norfolk & Western resisted dieselization for as long as it did.

But there the advantage ends. Maintainance of steam engines is completely out of line. The physical plant needed merely to fuel and water steam (coal towers, water tanks, ash pits, etc.) is unnecessary with the diesel. Besides, the unsolved problem of damage to the rails themselves boosted the cost of steam power.

Probably, though, diesel's biggest advantage over steam is its flexibility. No one has yet discovered how to operate one steamer from the cab of another. Thus each steamer on a train needs a separate crew, while one engineer can operate an almost unlimited number of diesels. I wonder what the terrific rise in costs over recent years would have done to the railroads had they kept steam? Precious few roads are on a solid economic footing now, even with diesel power's lower costs. A steam economy, with all the expense involved, would certainly founder today.

A note from Bruce Chapman, 38 Gilchrist Ave., Ottawa, Ont., Canada, should clear up the confusion on Canadian Pacific's new C-640. Montreal Locomotive Works was to have delivered the new engine as CP No. 4719 in the spring of 1970. However, MLW projected an October delivery instead. Meanwhile, the order of C-636's (44 units) had passed No. 4719, and the vacancy was left open until Oct. 14th, when a C-636 was assigned that number. The C-640 was then numbered No. 4744, to be delivered later. Bruce, who is a CP dispatcher-operator, says the unit had not showed up as of last Feb. first. In a nutshell: CP 4700-4743 are C-636, and CP 4744 will be a C-640.

Continuing our remarks on Alco's road-switchers, we move from last month's RS-1 to the more powerful RS-2 and RS-3. Built in the ten-year period 1946-'56, these popular models were surpassed only by EMD's great GP-7's and GP-9's. The RS-2's packed 1500 hp., except for the last few built in 1950, which carried 1600. RS-3's had 1600 hp. from 1950-'56, during which period about 1616 of them were sold.

Both units look similar to the RS-1 we discussed last month. Both ride on four-wheel trucks and have the Alco 12-cylinder, turbo-charged 244 engine. RS-2 is distinguished from RS-3 by a lack of the long battery box behind the cab. It also had a fuel fill cap and gage under the cab windows, but some roads have since changed this. All RS-3's carry the battery box behind the cab, extending roughly half the length of the short hood. A square stack at the forward end of the long hood distinguishes the 244 engine.

Stacks crosswise to the hood indicate the newer water-cooled turbo-charger, while those parallel indicate the older and almost extinct air-cooled unit. Both RS-2's and RS-3's were offered in either passenger or freight variations.

At least three different styles of passenger models come to mind: (a) a fat stack protruding out of the front end of the short hood just over the headlight (New York Central), (b) an oval stack made integral with the cab and protruding out of the short hood between cab windows, (c) a noticeably raised short hood which housed both the steam generator and its water supply (Western Maryland and one Pennsy unit now on Lehigh Valley.)

Some units (Boston & Maine, for example) carried extra water tanks under their frames. Extensive rebuilding of RS-2's and RS-3's has produced some strange-looking units on the Missouri Pacific, Rock Island, Soo, and Frisco.

Alco road-switchers saw service in virtually all sections of the United States. Hundreds are still being used on both large and small lines. Louisville & Nashville's yellow-and-gray RS-3's are a common sight on transfer cuts here in Cincinnati. The Pennsy used RS's in everything from commuter runs into and out of Pittsburgh to hump power at Pitcairn, not to mention high-class road service on the Delmar Division.

Lehigh & Hudson River replaced its big steam power with a modest fleet of RS's, and at last check is still 100

Atlantic & Danville Alco-built road switcher RS-2 shows fuel cap under cab. Photo was taken at Danville, Va., in 1955.
Jim Edmonston collection

percent RS-powered. The Delaware & Hudson, once an all-Alco property, dieselized with S-2 switchers, and RS-3's, using the RS's in everything from hotshot freight to passenger trains. Western Maryland operates RS-2's and 3's in Hagerstown Yard and in road service.

The WM uses RS-3's eight to a train (two sets of four) over the tortuous Thomas grade in West Virginia. Before the Alcos arrived, ten mighty H-8 and H-9 2-8-0's were needed to move 100 cars up this grade. Baltimore & Ohio never ordered any new RS's, although it recently inherited some ex-Chesapeake & Ohio RS-1's.

Monon BL-2 No. 32 is still standing forlornly in a dead line at Lafayette, Ind., with two worn-out EMD F-3A's. Three railfans reported seeing them recently. Maybe they will have vanished by the time you read this item.

A unique model variation has been found concerning Erie Lackawanna's new SDP-45's. These are really SD-45's riding on the longer frame of SDP-45's but with no train-heating apparatus and therefore a freight-only loco. EL wanted the longer under frame to get more fuel capacity, as these units wheel Hoboken-Chicago hotshots. So says William Greene III, 66 Greenacres Avenue, Scarsdale, N.Y. Bill notes also that the IC has some SD-40's riding on the SDP-45 underframe for the same reason.

Western Maryland has finally "customized" its GP-7 No. 23 with a home-built chopped nose and a new red, white, and black paint scheme. Thus all of the road's GP-7's and GP-9's now sport home-made noses. This program started in the late 1950's, and for years No. 23 was WM's sole high-nosed GP. Yes, things are constantly changing.

Stan Johnson, 112 Holly Terr., Hagerstown, Md., who sent us this news, says his town is a fine place to train-watch, with motive power ranging from BL-2's to Alco FA's. Steam, too! (Mike Eagleson, please note!) WM 4-6-2 No. 202 is displayed in City Park while High Iron No. 759 (NKP) is kept in WM roundhouse.

Finally, two ex-L&N Alco FA-2 freight units, 309 and 317, minus their power plants, will soon be seen on Long Island. Both are now at General Electric's North Bergen, N.J., plant being converted to generator cars for use on passenger runs. As I understand it, their exteriors remain unchanged, so LIRR will seem to be operating FA-2's in passenger service!

Send diesel news to my home, 792 Farnham Court, Cincinnati, Ohio 45240. ●

Photographs by Jim Edmonston

RS-2 at Hagerstown, Md., in '53. Fuel cap is at front of cab.

RS-3 has rare high hood housing steam generation equipment.

INTERESTING RAILFANS NO. 102

WILLIAM S. WEBBER

by FREEMAN HUBBARD

THE FIRST TIME I saw Bill Webber was casually in 1936. We were both on a Railroad Enthusiasts' fan trip, inspecting Lehigh Valley steam power in the old roundhouse at Sayre, Pa., and somebody introduced us. I have a fantastic memory. The incident came back to me like a flash almost 35 years later—*which was only the second time I met Bill*!—when he walked into my New York office the other day to deliver some material I needed for this article.

It seems weird. I hadn't cast eyes on the man for over a third of a century and yet during all those years I kept an impression of him pigeon-holed somewhere in my brain! Why? Bill certainly doesn't look the same today as he did when we both were young. I can explain it only by saying that in 1936 I was taking a course in memory training given personally by Dale Carnegie, author of the book *How to Win Friends and Influence People,* and I must have consciously applied the teachings that day at Sayre. I remember Carnegie telling me that a good way to recall a person's name was by association with some object it suggested. The name *Webber* naturally brings to mind a cobweb, and when Bill entered my office recently as a total stranger I visualized a cobweb spread over his pleasant face, just as I must have done in 1936, and the long-buried recollection came to life! Strange as it sounds, it actually happened.

Bill was born April 20, 1902, in Brooklyn, N.Y., the son of a heating and plumbing contractor, and lived there for 28 years on the Atlantic Division of the Long Island Rail Road. As a small boy he liked to watch trains emerge from the tunnel under Atlantic Avenue at Bedford Avenue, and on rare occasions saw one pulled by a steam engine. As Bill grew up he be-

Photograph by William S. Webber

Line-up of the two steamers on the Black River & Western tourist line at Ringoes, N.J., in October, 1958.

came increasingly fond of steam and electric trains, trolleys, subways, elevateds, and even the horsecars that continued to plod through downtown Manhattan until he was 15.

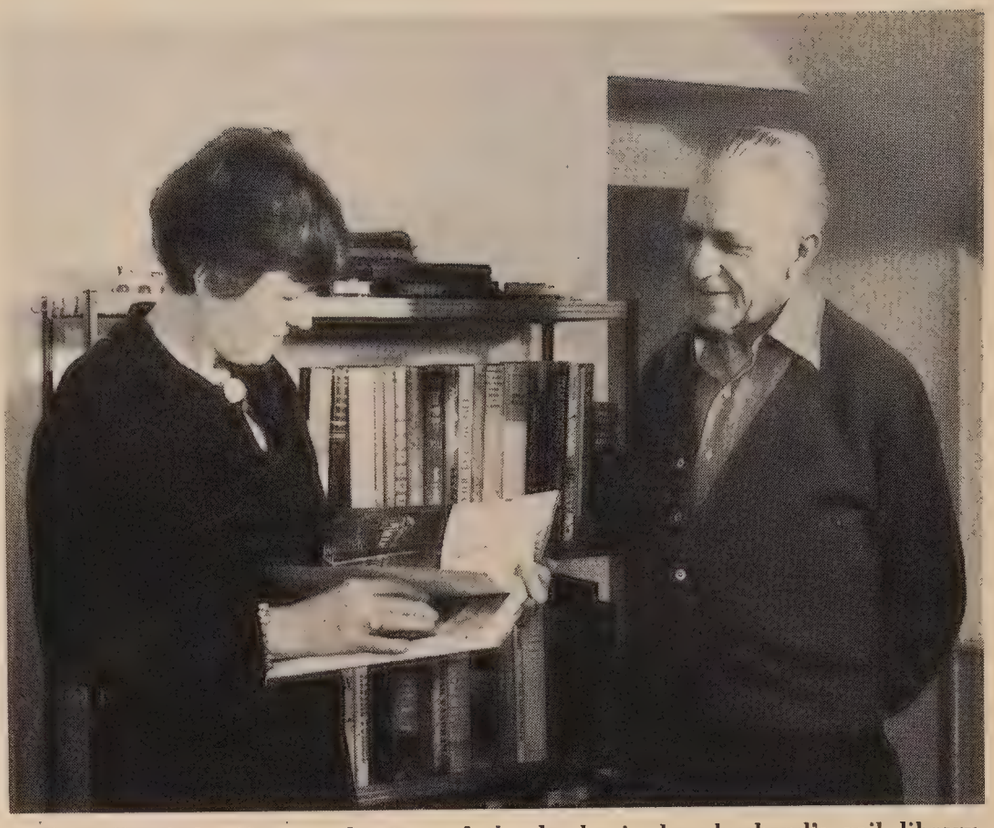
A major factor in his becoming a railfan was our magazine, then called *Railroad Man's*, which he started reading early in life. But he showed little interest in rail photography before 1950, when steam was on the way out. Bill specializes in action shots, although he takes other rail subjects also. He has a collection of nearly 3,000 Kodachrome slides, made throughout North America and Switzerland, but not all of them are railroad pix. The first photo of his to appear in a national magazine showed Canadian National steam loco 6218 taking water at Island Pond, Vt., which *Railroad* published.

It is one of Bill's regrets that he never got a high school diploma, but he is an omnivorous reader, which has greatly enriched his education. His first job, at age 14, was that of office boy for silk brokers. Two years later he took a position with the Mutual Life Insurance Company of New York, and he remained with them until he retired in 1967.

Many years ago, railfan Thomas T. Taber, who was also in the life insurance field, invited him to join the Railroadians of America, a group devoted to railroad history. Bill is now president of this group, which has a fine display of railroadiana in the New Jersey Historical Society's museum in Newark at 230 Broadway. Bill was a widower for several years, but while working there on a volunteer basis he met the secretary of the Society's director, Robert M. Lunny. She is a pretty redhead, a native of Puerto Rico, with flashing dark eyes, and he fell under her spell. Lillian Morales Jarque became Mrs. Webber on May 23, 1970, in the Roselle Park Methodist Church.

"We spent our honeymoon on the Swissair Railroader Tour of Switzerland, which Tom had helped to organize," Bill says, "and Lillian is proud of the watch given to her on that trip for having successfully operated an electric train."

"I will never forget how Bill announced his troth at a Railroad Enthusiasts board meeting," recalls Peter A. R. Campagna, current president of the New York Division. "He had been handling ticket sales for our railfan trips, but unexpectedly said he'd have to curtail this activity because a certain young woman had consented to become his wife. For a moment we were dumbfounded. None of us had expected him to remarry. At length we all burst into laughter, in which Bill himself joined, and then we congratulated him."



Bill's redheaded wife consults one of the books in her husband's rail library.
John Briggs, 158 N. Maple Ave., East Orange, N.J. 07017

Frank Kyper, editor of *The Railroad Enthusiast*, writes: "As you know, obtaining good written material for publication is a big problem for virtually every editor. If I need something for the *RRE* magazine, Bill Webber can be depended upon to supply a competently written article in a relatively short time. An initial approach to Bill might lead you to think he is somewhat rough and gruff. But once you get to know him, you find he is quite amiable and accommodating. Some of his recollections of railroads and trolleys back in the 1920's and 30's, before my time, are amazing."

Altogether, our hero has joined 14 different railfan groups, including the Enthusiasts, of which he became New York Division chairman, then national president, and now national treasurer, a post he has held with distinction for years. Bill also edits the division's monthly *Bulletin* and regards it as perhaps his most absorbing current activity. "It keeps me in contact with many railfans," he tells me.

Among the *Bulletin's* regular features is a lively column of rail news and comments written by Art Knowles, a former asssitant editor of *Railroad Magazine*.

"One of Bill's habits amuses me," Art says. "As everybody knows, he smokes cigars. Whenever my column includes an item about smoking, he either blue-pencils it altogether or else changes the wording. For example, he didn't like a news item that the Long Island Rail Road would have special cars for people who pollute the air with tobacco smoke. He objected also to what I wrote about the London subways not being as good as New York's in several respects, one reason being that they permit smoking in the cars."

About a year after Bill had begun editing the *Bulletin*, he received so few comments from the members that he suspected they weren't reading it. So, to test them, he ran a spoof article on page 1 announcing that the Pike's Peak Railroad was going to be merged with a large Western road, that passenger service would be dropped, and that trainloads of a valuable ore, recently discovered on the mountain, would be hauled to market by specially-designed,

Train operated in New York, Ontario & Western passenger service 18 years ago.
Photographed at Middleton, N.Y., by William S. Webber

six-wheeled, high-hp. diesels! Although this story was pure fiction, he received only one comment questioning its authenticity.

Bill is active also in the Railway & Locomotive Historical Society, being vice chairman of the New York Chapter, as well as a director. Another group he belongs to is the Bergen County Bowling Association, of which he is a past president. He used to bowl and play golf, but not now. Aside from some walking, which is essential to rail photography, he does not engage in any particular exercise.

No. 102 is a numismatist, with a collection of most of U.S. coins minted in the past quarter-century. He has stopped playing bridge, which he used to enjoy, having won many prizes in bridge tournaments, but still likes to read about it. On TV he goes for Perry Mason re-runs, newscasts, and baseball and football programs. He is mildly conservative, dresses well, is of medium height, and has gray-green eyes. His library includes more than 150 books, many *Bulletins* of the RRE, the R&LHS, and the National Railway Historical Society, about 35 *Official Guides* dating back to 1931, extensive files of *Railroad Magazine*, *Trains*, etc., and public and operating timetables.

"As far as I know," he tells me, "I own the most comprehensive collection of railroad trip flyers and railroad brochures in the country. About two years ago these were featured in the Railroadians' annual exhibit at the museum of the New Jersey Historical Society."

Bill is a "meat and vegetables man." He prefers plain American cooking.

"Although I have driven my car for many years," he says, "I dislike driving—much prefer traveling by train."

He works regularly about two days a week with Warren Crater, a recently retired Jersey Central engineer, one of our past *Interesting Railfans*, on the Railroadians' transportation display in the NJHS building. Working together, they are rearranging the various pictures and other exhibits to classify them in such a way as to give them more significant meaning.

"Bill excels in organizing and coordinating," Warren reports. "He gets things done by co-operating, rather than dictating. Apparently he has a file on dependable railfans and knows what each one can be relied on to do under given circumstances. In May, 1969, he did a remarkable job of organizing a Golden Spike ceremony on the Morris County Central at Whippany, N.J. A year later he helped to arrange a special tour for 80 railfans on the Pine Creek Railway at Allaire Park, New Jersey, where they rode behind the Shay locomotive and later had dinner on the converted Jersey Central ferryboat *Cranford*."

Recently Bill has been becoming acquainted with airbrake operation. With a little coaching from Warren, he does quite well in explaining to pupils from nearby schools the working of valve gears, boilers, injectors and lubricators, while demonstrating the museum's sectional models.

The Craters live in Roselle Park, N.J., on the same street a short distance from the Webbers. The latter reside at 11 West Colfax Avenue with Lillian's three teen-age daughters—Sandra, Suzanne, and Pamela Jarque—and a white cat named Meeshy, who recently had two kittens, neither one white.

"Bill is thorough on details in anything he undertakes or talks about," Warren Schuchart tells me. "I would never question his facts or reasons. He can listen while discussions roam off onto tangents or even arguments and then, with a few well chosen words, can bring the discussion back to the main point. His second marriage seems to have perked him up considerably."

I learn from Jack A. Middleton, 3rd, a high school principal and the public relations chairman of the Enthusiasts' New York Division: "Bill is not colorful, but more important are his presence and activity at times and places where decisions must be made and work done. He assists and works personally, rather than taking charge and telling others what to do."

(No. 103 in our *Interesting Railfans* series will be Harre W. Demoro of Berkeley, Calif., a newspaper feature writer and photographer whose favorite subject is electric railroads.) ●

Photograph by William S. Webber
Norfolk & Western fantrip out of Roanoke, Va., in Nov. '68 with ex-NKP 759.

Shortlines of Washington State

Locomotive Rosters Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arrangement	Tractive Effort	Weight	Date	Notes
Camas Prairie Railroad (owns no locomotives)								
Columbia & Cowlitz Railway								
D-1	1000	FM	ALT 100.6A	B-B	?	?	1949	1
D-2	1200	FM	H-12-44	B-B	61,350	245,400	1956	2
700	1200	FM	H-12-44	B-B	61,350	245,400	1956	2
701	1500	Alco Pr.	DL-415	B-B	74,930	249,780	1968	1
Longview, Portland & Northern Railway								
20	1000	Alco-GE	S2	B-B	57,500	230,000	1940	3
80	500	GE	80 ton	B-B	48,000	160,000	1943	
111	660	Alco-GE	S1	B-B	?	?	1949	
112	1000	Alco-GE	S4	B-B	?	?	1951	
130	1500	GM-EMD	SW1500	B-B	?	?	1969	
451	300	GE	45 ton	B-B	27,000	90,000	1952	
1002	660	Baldwin	VO 660	B-B	58,860	196,210	1942	4
Pacific Coast Railroad (owns no locomotives)								
Port Townsend Railroad								
11	550	Whitcomb	65 ton	B-B	32,500	130,000	1953	
Spokane International Railroad								
200-205	1000	Alco-GE	RS-1	B-B	62,250	249,000	1949	5
206-208	1000	Alco-GE	RS-1	B-B	61,850	247,400	1949	5
209-211	1000	Alco-GE	RS-1	B-B	61,225	244,900	1953	5
1211-1216	1000	Alco-GE	RS-1	B-B	62,250	249,000	1949	5
1217-1219	1000	Alco-GE	RS-1	B-B	61,850	247,400	1949	5
1220-1222	1000	Alco-GE	RS-1	B-B	61,225	244,900	1953	5
Tacoma Municipal Belt Line Railway								
901 (1st)	300	GE	50 ton	B-B	27,000	100,600	1943	6
902 (1st)	300	GE	45 ton	B-B	22,500	90,000	?	7
901-902 (2nd)	660	Alco-GE	S1	B-B	59,700	198,000	1942	8
903-904	660	Whitcomb	65 DE-19A	B-B	32,500	130,000	1944	9
905	660	Alco-GE	S1	B-B	59,760	199,200	1950	10
906	660	Alco-GE	S3	B-B	59,700	199,200	1950	11
907	660	Alco-GE	S3	B-B	58,920	196,400	1950	12
Walla Walla Valley Railway								
770,775	660	Alco	HH 660	B-B	48,440	197,500	1940	13
Washington, Idaho & Montana Railway								
30	660	Alco-GE	S3	B-B	58,920	196,400	1950	12
66	900	Alco	HH 900	B-B	?	?	1939	14
Yakima Valley Transportation								
297	480	BW	box cab	B-B	25,000	100,000	1923	15
298	440	GE	steeple cab	B-B	25,250	101,000	1922	
299	400	BW	steeple cab	B-B	?	?	1907	16

Washington State Shortlines

Rosters are based on data from YVT, the WWV's gen. mgr., TMBL's supt., General Metals of Tacoma, PT's sec.-treas., Chrome Crankshaft, UP's gen.-supt. motive power and machinery; Port Townsend's gen. mgr., C&C's vice pres. and gen. mgr., PGE's asst. to chief mechanical officer, and Alco Products. It is accurate as of the second quarter, 1970. For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide, the Pocket List of Railroad Officials, or both, which has a route length less than 400 miles.

Locomtive builders: FM, Fairbanks-Morse; Alco Pr., Alco Products; Alco-GE, American Locomotive Co.-General Electric Co.; GE, General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; Alco, American Locomotive Co.; BW, Baldwin-Westinghouse.

(1) C&C D-1 was traded to Alco Pr. for 701 (11/68), then sold to Pacific Great Eastern; will be renumbered 1004.

(2) C&C D-2 renumbered 700 (1969).

(3) LP&N 20 was originally Spokane, Portland & Seattle 20, then Alco Pr. 20, then LP&N 20 (1963); scrapped (4/69).

(4) LP&N 1002 was originally Chicago & Eastern Illinois 110, then Export-Import Co. 110 (8/49), then Guy F. Atkinson Co. 1002, then LP&N 1002.

(5) SI 200-211 were renumbered SI 1211-1222 (1962). The following were sold to GM-EMD: 1211 (5/2/69), 1212 (11/17/69), 1213 (10/9/69), 1214 (11/20/69), 1215 (4/24/69), 1217 (11/24/69), 1219 (7/1/69), 1220 (11/17/69), 1221 (8/5/69), 1222 (11/28/69). 1216, 1218 were sold to Chrome Crankshaft (12/27/69). 1216, 1218 were sold to Chrome Crankshaft (12/27/69). 1216 was sold to Tidewater Southern, renumbered 747. 1218 was sold to Oakland Terminal, which traded it to the TS, where it became TS 746.

(6) TMBL 901 (1st) sold to Penninsula Terminal, renumbered 901.

(7) TMBL 902 (1st) sold to Pan American Engineering (5/62).

(8) TMBL 901-902 (2nd) were originally Northern Pacific Terminal 32-33, then Portland Terminal Railroad 32-33, then Alco Products 32-33, then TMBL 901-902 (2nd) (3/27/68).

(9) TMBL 903-904 were originally U.S. Army 8495, 8498, then TMBL 903-904 (11/25/47, 12/1/47). All were sold to General Metals of Tacoma (1969), whcih is holding them for resale.

(10) TMBL 905 was originally Alco-GE demonstrator 660, then TMBL 905 (12/19/50).

(11) TMBL 906 was originally Humble Oil Co. 997, then Pan American Engineering 997, then TMBL 906 (5/62).

(12) TMBL 907 was originally Washington, Idaho & Montana 30, then TMBL 907.

(13) WWV 770, 775 were originally Northern Pacific 125-126 (1st), then were supposed to be renumbered 600-601 but instead were sold to the WWV and renumbered 770, 775 (12/15/49, 5/15/50).

(14) WI&M 66 was originally Minnesota Transfer 92, then WI&M 66.

(15) YVT 297 was originally Glendale & Montrose 22, then Los Anegeles & Salt Lake E-100 (5/31), then YVT 297 (3/42).

(16) YVT 299 was originally Union Rys. (Oregon) 1, then YVT 299; no longer on the roster. ●

Wyoming Shortlines

Rosters consist of data from C&S mechanical superintendent and C&W's superintendent and are accurate as of the third quarter, 1970. For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in the *Official Guide*, the *Pocket List of Railroad Officials*, or both, with a route length less than 400 miles. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Alco-GE, American Locomotive Co.-General Electric Co.

(1) C&S 155 was originally Chicago, Burlington & Quincy 9146, then C&S 155, then Fort Worth & Denver 601 (2nd) (4/28/59).

(2) C&S 700D was rebuilt to F9A. 700 A,B,C,D and 702A,B,C were traded to GM-EMD for new power. 701A,B were sold to Precision Engineering (1968). 701C,D, 702D were traded to GE for new power (7/26/69).

(3) C&S 703A,B,C,D were originally CB&Q 119A,B,C,D, then C&S 703A,B,C,D. 703 A,B were traded to GM-EMD for new power. C&S 703 C,D were sold to Precision Engineering (1968).

(4) C&S 9951A-9952A and 9953-9955 were originally CB&Q 9910A-9911A, 9909, 9913, 9914A; then C&S 9951A-9952A and 9953-9955. C&S 9950A-9952A, 9953-9955 were traded to GM-EMD for new power (1968-69).

(5) C&S 9951B-9952B were originally CB&Q 9910B-9911B, then C&S 9951B-9952B. C&S 9950B-9952B were traded to GM-EMD for new power (1968-9).

(6) C&W 101-102 were originally Colorado Fuel & Iron 101-102, then C&W 101-102.

(7) C&W 1104-1105 were originally Denver & Rio Grande Western 116 and 109; then Luria Brothers 116 and 109; then C&W 1104-1105 (6/16/65, 2/12/65).

(8) C&W 1106 was originally U.S. Army 7454, then Pueblo Army Depot 1, then Speken Wrecking 1, then C&W 1106 (1964). ●

Shortlines of Wyoming

Locomotive Rosters Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Colorado & Southern Railway								
150-152	1000	GM-EMD	NW2	B-B	61,950	247,800	1947	
153	1000	GM-EMD	NW2	B-B	61,950	247,800	1948	
154	1200	GM-EMD	SW7	B-B	62,000	247,200	1950	
155	600	GM-EMD	SW1	B-B	50,500	201,000	1940	1
156-160	1200	GM-EMD	SW1200	B-B	62,000	245,600	1959	
700A, B-702A, B, 700D, C-702D, C	3000	GM-EMD	(F7A)×(F7B)	(B-B)×(B-B)	130,000	930,870	1950	2
703AB, 703D,C	3000	GM-EMD	(F3A)×(F3B)	(B-B)×(B-B)	103,000	930,870	1947	3
810-819	1500	GM-EMD	SD7	C-C	79,075	316,400	1953	
820-830	1750	GM-EMD	SD9	C-C	80,707	325,600	1956-7	
831-835	1750	GM-EMD	SD9	C-C	80,707	321,000	1959	
836-842	1750	GM-EMD	SD9	C-C	80,707	321,000	1959	
875-878	3000	GM-EMD	SD40	C-C	70,100	382,000	1967	
879-887	3000	GM-EMD	SD40	C-C	70,100	382,000	1968	
890-893	3000	GE	U30C	C-C	93,000	387,600	1968	
9950A-9952A, 9953	2000	GM-EMD	E5A	A1A-A1A	54,000	315,720	1940	4
9954	2000	GM-EMD	E5A	A1A-A1A	54,000	315,720	1940	4
9955	2000	GM-EMD	E5A	A1A-A1A	54,000	315,720	1940	4
9950B-9952B	2000	GM-EMD	E5B	A1A-A1A	54,000	310,690	1940	5
Colorado & Wyoming Railway								
101-102	1500	GM-EMD	GP7	B-B	60,600	246,000	1951	6
103-104	1500	GM-EMD	GP7	B-B	60,600	246,000	1951	
201-212	800	GM-EMD	SW8	B-B	60,000	240,000	1951-2	
214	900	GM-EMD	SW900	B-B	60,590	245,510	1957	
1104	1000	Alco-GE	S2	B-B	69,000	230,000	1944	7
1105	1000	Alco-GE	S2	B-B	69,000	230,000	1943	7
1106	1000	Baldwin	VO 1000	B-B	71,600	238,680	1942	8
1107-1108	1000	Baldwin	VO 1000	B-B	71,600	238,680	1943	
1109	1000	Baldwin	VO 1000	B-B	71,600	238,680	1943	

Yreka Western's No. 19 crosses the bucolic Shasta River in northern California on a fan excursion, October 3, 1970.
Photograph by Gary G. Allen

Mike Eagleson

IN SEARCH OF STEAM

MAINLINE steamers, like other trains, have operating problems. Take, for example, two instances that I witnessed personally. Ex-Nickel Plate 2-8-4 No. 759, pulling a High Iron Co. fantrip recently from Hagerstown, Md., en route to Roanoke, Va., blew a cylinder head at Shepherdstown, W. Va. She had gone only 20 miles when the two-day excursion train switched over to diesel power for the rest of the trip. Give High Iron credit, though. After running 25 successful fantrips aren't they entitled to *one* mishap?

A week later, Canadian National 4-8-4 No. 6218 had wheeled an excursion from Montreal to Quebec City and was returning when she hit a recklessly-driven automobile at a crossing. Nobody was reported hurt, but the auto was demolished, the locomotive's footboard bent, and the train six hours late.

Chesapeake & Ohio 2-8-4 Nos. 2770 and 2781 plus 2-8-2 No. 1189 have been sold to an Ashland, Ky., scrap company. All three are in rough shape but could be refurbished for a fine static display. I've seen engines in worse condition fully restored to *operation*. At least the big Mikado, No. 1189, should be saved. She is the C&O's only remaining example of this type. There is still time to save them, but act fast.

Longview, Portland & Northern 2-8-0, long stored at Grand Ronde, Ore., is being transferred by the road's owner, International Paper Co., to the Toledo, Lake Erie & Western in Ohio.

Did you know that the first American locomotive equipped with a steam whistle was built in 1836 by George W. Whistler, whose son, James McNeil Whistler, made the famous painting "Whistler's Mother"? George also built railroads in the U.S. and Russia.

An 0-4-0T is displayed at Lackland Air Force Base in Texas, says John Petit, 247 North Prairie Ave., Bradley, Ill. 60915.

Oregon, Pacific & Eastern plans to operate a tourist line with former Yreka Western 18 and 19, both 2-8-2's. This new 25-mile Oregon road represents an investment of over $100,000. Hopefully, more than 12,000 passengers are expected the first summer, with a 30 percent increase per year for the next three years. Steam tourist roads as a whole seem to be faring better than their professional railroad counterparts, and without the latter's financial savings from diesel power.

A woodburner was found recently in the Sacramento River near Anderson, Calif. She had been used more than 70 years ago to haul logs from Anderson to Bella Vista over the Anderson & Eastern, a logging road which served Terry's Mill, near Bella Vista, from 1897 to 1911. Prior to the building of a railroad bridge, engine and cars were ferried across the river. The loco is believed to have slipped off the ferry on one such trip. Contractor C. K. Moseman says he'd like to salvage her, but the county has ruled that until the ownership is determined, no salvage should be attempted.

Robert Rehberg, Shasta County counsel, thinks the State may own the engine because it owns the riverbed where she was found. Floyd Morgan Shasta County supervisor, in whose district she turned up, has announced that when title to the engine is clear, he'd be willing to pledge the money for her restoration and seek other donations to place her on public display. He notes that the best time to raise her would be when the Sacramento River is at its lowest level.

Let's hope the railfan world doesn't lose this rare find because of some legal hangup. If and when salvage attempts are made, I want to run pix and the story in my column. Does anyone have photos or information on a similar discovery in New England recently with a Boston & Maine Pacific that had dropped off a bridge? There was some talk of raising and preserving her, I remember.

Harold Borovac of the Puget Sound Railroad Museum recently restored ex-St. Paul & Duluth No. 74, ex-Northern Pacific No. 924, and ex-Inland Empire Paper No. 924, the same being a handsome 0-6-0 switcher built by Rogers Locomotive & Machine Works in 1899. Like all other Rogers engines, she had to be pulled though the streets in Paterson, N.J., between the shops and the connecting railroad, as the builder had no tracks leading to a railroad. We are glad to hear of steam engine restorations.

High Iron's ex-NKP Berkshire pushed a freight train up to Lurgan, Pa., on February 17th. She performed like the super-power loco she is and woke up sleepy towns en route with her window-pane-rattling exhaust.

Rumor says that Canadian National 4-8-4 No. 6218, scheduled to make her final run March 20-21 before being outlawed March 24, may get a reprieve and if CN gets a final 6-month extension they may run a few trips with her themselves but not sponsored by any railfan group.

According to another rumor, there is some chance that High Iron's big Berkshire will be tested on the rear end of a Western Maryland freight after repairs on her blown cylinder head and cut piston rod are completed. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

A pile of rejected tomatoes from a nearby cannery seems to be the only concern of these cows as 0-6-0 No. 1 of the Western Railway of Mexico chuffs along on industrial spur west of Culiacán, Sinaloa, on a warm December day in 1967.
James P. Marcus, Cleveland, Ohio

PAUL BUNYAN'S TOOTHPICKS

TRUE TALE by E. A. "FROG" SMITH

Photo comes from the collection of C. W. Jernstrom, 822 Pelham Drive, Fort Wayne, Ind. 46825.

Oldtime lumbermen referred to the logs they cut as "Paul Bunyan's Toothpicks." We see Shay No. 3 and a crane belonging to Tioga Lumber Co. working in the woods near Tioga, Louisiana. The engine was built by Lima Locomotive Works in October, 1907.

LUMBERING was one of the biggest industries of the Deep South in the early 1900's. On most mainline railroads in those days you could see and hear a noisy sawmill every few miles along the track, and each lumber mill had its own steam-powered logging railroad to haul in "Paul Bunyan's toothpicks" from miles in almost every direction. Unless a log train ran on high iron, there was no examination for hoggers. Just about any man who knew one end of a dinky from another could call himself an engineer and get a job. I should know; I was a hogger on logging roads myself.

My mind goes back to a hot, humid summer morning at Hopkins, a one-time sawmill town in Florida. Not a wisp of air was stirring and the yard crew waited languidly to load the old Florida East Coast flatcar with green lumber. The men sweated

so freely that they seemed to be melting down. Eager to be moving about instead of killing time in the hot sunshine. they looked hopefully up the track.

With an inexperienced old hand on her little throttle and belching a cloud of acrid smoke from her balloon stack, a 25-ton Vulcan Mogul was slowly shoving a flatcar in their direction. Half hidden in the steam leaking from a dozen pipe joints, the dinky was making

perhaps three miles per hour when she slammed to a sudden stop.

The head of the green hogger banged against the window-frame and his battered sombrero hat, a relic from his cowpunching days, fell to the ground. While the crew snickered and the foreman swore, the hogger leisurely climbed down from the cab, retrieved his hat from under the leaky injector overflow, dumped the hot water that had accumulated in it, and clamped it back onto his bald dome. Then he yanked it off again and fanned his blistered head and face for a few moments before throwing it into the gangway. Swearing in all keys, he climbed awkwardly back into the Vulcan's cab and opened the throttle. But she refused to back up. Laying the Johnson bar over ahead, he gave her steam and she moved ahead. But again she refused to run backward.

Once more the man at the throttle put the Vulcan into forward motion and decided on something he had seen other—and better—hoggers do. As she rolled forward, he yanked the reverse lever into the back corner without closing the throttle. The little Vulcan responded gamely enough at first, but moved only a few feet before she stopped; and again the would-be engineer's head bumped the window-frame. And something else happened that time. The shock bounced the coupling pin out, and the flatcar rolled off the end of track. The hogger's hinged seat fell, his posterior hit the deck, and his feet stuck out the window where his head should have been.

While the foreman grinned and the crew howled with laughter, the old coot climbed down stiffly, forgetting that the right-hand injector was working. As the little Mogul drowned herself, the Monitor jumped off with a blast and the pops opened. The erstwhile dinky skinner almost took wings and he looked back from the safety of the blacksmith shop, wondering what in hell was wrong. Had he been a real hogger, he would have known that the drag link between the fulcrum and the brake beam had fallen to the ties and was fouling things every time he tried to back up.

A man at Hopkins got himself into such a stew that he feared to run the engine a half-mile back to the mill after he'd found the tank was dry. The big sawmill had closed for all time because of the Depression, and because I needed a steady job, I became night watchman as well as a general handyman. When it became necessary to feed a planing machine to dress a car of lumber, I did that too. But by training and experience I was a locomotive engineer.

A crew of men, using the logging cars and an old Mogul, were taking up the railroad beyond the St. Johns River. Late in the afternoon they brought in their train and set the loads out. Then a flagman who thought himself a throttle-jerker brought the old Mogul around to the planing mill, while the hogger took off for home. We had finished running the car of lumber and I flagged the Mogul back to a coupling. The car had to be delivered to the Florida East Coast line about a half-mile away. Our flagman motioned for me to run the engine, but I felt hot as a hen setting on firecrackers and I craved some cool air. Stepping onto the pilot foot board, I waved him to "come ahead."

That ancient Mogul, whose origin was unknown, had been rebuilt at Hopkins, and Bill Hart had set her valves. When Bill set a valve, you could hook the lever halfway up the quadrant and still have plenty of porthole in the valve seat. But that dumb flagman in her cab showed his ignorance. He dropped the lever all the way down and let her slip loud and long. As her drivers flew, she lifted the water in her boiler, ejecting a sooty deluge that almost drowned me. After another slip on the weed-covered rail, we finally got her out of the hole and headed for the main stem.

About a hundred yards from the FEC yard safety board, we stopped. I heard the scissorbill try his Monitor injector and it worked only a moment before it broke. He tried again, with the same result. Then he called me back from the pilot.

"I can't get the injector to work," he said ruefully.

"Sounds like the tank is dry," I told him, and returned to the manhole. Only a few inches of water remained on the left side of the bottom. I moved ahead and got that, but it didn't show.

"What'll we do now?" he asked.

"We're gonna spot the damn car and go back to the mill," I answered while trying to wipe some of the soot off my face.

"We can't," he wailed. "We'll have to get some fire hose and fill our tank from a city fireplug."

"And get in the doghouse with the Melbourne Fire Department? Not on your life," I said. "With an inch of water in the glass and only half a mile to go, we'll make it back."

"Hell, no, we won't," he argued. "That glass was full when we left the mill."

"I know," I said "I got most of it down my neck on the way up. Okay, I'll take her back to the mill."

"Like hell you will and blow her up," he muttered.

Easing ahead to the mainline, he dropped the car and came back to stand in the gangway where he could keep his eyes on the water glass. I might add that the glass was a plain round tube, about a foot long and no guards at all. A dangerous setup, even for a long-train engine. My friend never let his eyes stray from that nearly empty water glass, and the nearer the mill we got the wider his eyes became. He didn't notice that the reverse lever was nearly

straight up and the exhausts only a mild puff instead of a water-logged *whoosh*.

"I'd like to know," he muttered as we stopped at the water plug, "how it is that I used a whole glass of water going up and you didn't use a damn drop coming back."

"Old Seven-spot loves me," I grinned. I didn't tell him the truth. He'd never make a hogger anyway.

On another hot day—in 1911, I guess it was, when I was firing for "Dad" Collins at Otter Creek, Florida, a green guy named Sam Blanche, lanky and pot-bellied, took the work train to the woods to load new cross-ties. About one p.m. Dad coupled to his train and was looking back for a highball when he spied a runner sprinting through the lazy pines, waving his big cotton-picking straw hat in a washout. Dad answered the flag and I glanced up from the deck.

"Now what?" I inquired.

"I dunno," said Dad, "number 15 must be in the ditch."

Fifteen *was* in a ditch and not off the rail, but unable to move. Sam had sent the runner to ask Dad to give him a pull. Dad swore, but there was nothing else he could do, even though it meant pulling five miles ahead and backing seven to reach the stranded work train and its idle crew.

The pops lifted and I said to Dad: "I've got my fire built up. Why don't we take our train to the next switch?"

So we rolled out of camp and when we reached the switch, Dad left the train and the rear-riding flagman to keep the section crew on an oldtime Fairbanks motor car from plowing into us.

After backing six miles into the virgin forest, we found the Dickson eight-wheeler still on the rail but resting crosswise the ditch beside a country road. The track had been laid flat on the ground and through the ditch. As soon as the Dickson's front drivers went into the foot-deep sag, the A type brake rigging locked and couldn't move. The first thing Dad did was swear and point to the adjusting screw threads on the drag links. The green hogger pointed right back to the trickle of hot water running out of the injector overflow pipe.

"I ought to leave you right here," growled Dad. "You could have hung a bucket under that overflow pipe."

Sam Blanche gave a Dad a sheepish look. "You know, I never thought of that." Needless to add, that guy never did develop into a hogger.

There are countless such tales of the scrapes that green would-be hoggers got themselves into and became as mad as hell when somebody showed them up. One would-be hogger talked Bill Smith out of a job in Escambia County, Florida. He rolled Bill for his job, but he never knew why neither of the William Sellers injectors worked for him as they did for Bill. Bill simply switched the mixing tubes the first night and got his job back after a two-week vacation. That hogger was similar to the new man at Blountstown, Florida, in 1910. He managed to drop the end off the water plug into the engine tender.

And then there was the inexperienced man on a run between Deer Park and Melbourne, also in Florida. When his little Mogul began skipping and bucking like a Fairmont motor car until she stopped, the only thing he knew to do was send a man two miles to the highway to hitch a ride to town. He and the crew fought mosquitoes for three hours before the log-train hogger could fire up and back out beyond the St. Johns River. The log-train hogger was sore at being deprived of his rest and tore into the green man for being too dumb to put his engine on one side and coming on home. But what of it? A week later, the same valve yoke burst again, and the amateur hogger hadn't learned to come in on one side.

As log trains began disappearing in the Deep South, the expected surplus of engineers did not materialize. Log train men became scarce. After trying a couple of ex-shortline hoggers on their switch engine and getting a repair job each time, Dowling Camp Lumber Company of Slater, Florida decided to train one of their own employes to run the switch engine. They chose a "good" man who knew absolutely nothing about steam locomotives. Then the super coaxed an old retired hogger to ride with him for a week as teacher, but all the old gent did was show him how to stop and start, and work the right injector. The Edna injector had a lever like a Sellers, but I still don't know if the trained hogger ever learned to work the Monitor on the other side of the 2-6-2.

The new hogger was a willing worker and wanted to learn. But engine service just wasn't his line. One day while he was passing the shop, with a 130,000-capacity steel-framed Pennsylvania gon in tow, the key worked out, letting the drawhead slip out. Somebody saw what happened, and by the time the hogger discovered his loss and backed up, the shop crew was there to help him. He climbed down, scratched his head for a moment, and apologized. With his eyes on the big coupler laying between the rails he said: "I'm sorry fellows. I had no idea I was pulling that hard."

Because I had been on the switch engine for some time before being transferred to the shop as machinist I tried to help all I could. One day when the new hogger had to be used elsewhere, I was borrowed from the shop to run the Two-spot, or *Deuce*. On the first move I found she had a lame quarter and I called the new man.

"See there," I pointed out to him. "One of your eccentric blades is loose on the butt strap."

"Well, I'll be damned!" he came back. "I knew there was something wrong with the exhaust, but I didn't know it was down there."

But though he learned everything the hard way, the kid was game and he stuck. The way he switched cars with a cable without turning the tender over was a miracle. So was the way he made flying switches. The "spot" at the Atlantic Coast Line spur was nearly half a mile from the shop and we soon learned to look before we crossed the track. Sometimes a cut of cars would be rolling fast after he threw them by, without a flagman to holler, "Look out, I'm a' coming!"

He sent one car almost through the planing mill and got a good "cussing out" when he cut the yard clean-up man's footboard laid across the rails. But the nearest he ever came to manslaughter was with the mill foreman's wife. She was walking down the track within six feet of the dinkey when the hogger saw her and blew the whistle. She jumped ten feet sidewise and splashed into the biggest mudhole under the timber skids.

One day the hogger dashed into the shop with his tongue hanging out and speechless.

"I don't know what happened," he gasped at length, "but I had plenty of water in the boiler."

And he did, but when an iron plug blew out of the bottom tube in the firebox, blowing the burning slabs out into the cab and tender bunker, he took wings out of the side window, without a spring. Although he ran the *Deuce* for six months, he never learned to keep out of trouble.

One day the master mechanic, Joe Peters, asked him to spot the 44, a ten-wheeler twice the dinky's size, back of the shop for re-tubing. He made it to within thirty feet of the air connection before he flooded his boiler and the dinky stalled. Try as he might, he

couldn't move the bigger locomotive.

The m.m. called me from the shop and said, "See if you can shove this engine back." It was pathetic and I did not like to show a friend up. But when he told me to see if I could do it and he'd watch, I felt better.

The first thing I did was blow down to get rid of the water. Then I cleared the cylinders. By that time Peters was fuming at the delay. But he didn't know half the hell he was soon to catch.

The oil house stood at the end of the shop track, and the keeper was a beautiful blonde with an intriguing shape. Idle engineers, oilers, and shopmen liked to chat with her, and that day the little sheet metal building was full. I eased the bigger engine back until my flagman stopped me. But Peters impatiently waved me to "Come on back" some more.

I saw the dinky's flagman cross his hands behind him and back off. I could see there would be hell to pay shortly. I gave the *Deuce* steam and when the 44's tank went off the end of the track, it knocked the oil house off its foundations.

The oil house crowd scattered in all directions. The curvaceous blonde gave Peters a bawling out, and I sneaked back into the shop. The new hogger said that if he had done that, he would have hit the grit running and wouldn't have come back. Right then he lost his railroad amibition and he never did get to be a hogger pulling trainloads of Paul Bunyan's toothpicks.

Photographed in 1959 by Robert Field, 107 Stanyan St., San Francisco, Calif.

Shay No. 8 of old 3-foot-gage West Side Lumber Co. carries low fire outside shops at Tuolumne, Calif.

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1 ***When, and on what road, was North America's first mile-a-minute run?***

The Boston & Maine, reportedly in 1848. During this period many rivalries existed between roads; each tried to outdo the other in convincing the public that its service was the finest. Charles Minot, Superintendent of the B&M, had the idea of running a train that could average 60 mph. Accordingly, he ordered a ten-ton loco from Hinkley & Drury works in Boston (she had single drivers six feet in diameter). Minot named her the *Antelope*—he had no doubts that she would break all existing speed records. The run itself was from Boston to Lawrence, Mass., 26 miles; Minot rode in the cab with engineer Pemberton. Although the train was a minute late at the halfway mark, it rolled triumphantly into the Lawrence station exactly 26 minutes after it had left Boston, to the cheers of the populace. Minot later achieved fame on the Erie as the first person ever to issue a train order by telegraph.

2 ***Just how many railroads does the Penn Central own?***

Penn Central Co., parent of the Penn Central Transportation Co. (the railroad), owns three roads. These are: the Lehigh Valley, the Detroit, Toledo & Ironton, and the Pittsburgh & Lake Erie. It also owns several real estate concerns and a pipeline company.

3 ***Has there ever been a case where a fireman, when promoted to engineer, moved over to the left-hand side of the cab?***

Yes, indeed! On Nov. 25, 1916, Lima Locomotive plant delivered two 0-8-0 switching locomotives, Nos. 1 and 2, to Minnesota Transfer Railway of St. Paul, which were operated from the *left*-hand side. Not only that, but Lima outfitted both with Southern valve gear, a rarity for that builder.

S. V. Wadmond of St. Paul, an ICC loco inspector for 22 years but now retired, explained in a recent issue of *Locomotive Engineer* (BLE) that the Minnesota Transfer had crescent-shaped yards and that its grades were located to let cars gravitate in a northward direction. This meant, in gravity switching, that the engineer was on the wrong side. And if the engine were turned around, the tender's chafing blocks would get hard wear, besides which the hogger would spend much of his time looking backward. So MT ordered the two 0-8-0's from Lima, designed on U.S. Railroad Administration standards.

Maybe some knowledgeable reader can tell us about other "left-handed" locos in this country.

4 ***What happened to the Cleveland Union Terminal P-1 electrics?***

In 1955 these engines were transferred for service out of Grand Central Terminal in New York City. The New York Central had to modify them because of the difference in voltage between Cleveland and New York. In addition, the P-la motors had their pantographs taken off with modifications for third rail use; they were reclassified as class P-2a. Several of these large 2-C+C-2 engines remain, but they are becoming rarer as MU's replace them. They can often be seen at Harmon, N.Y.

5 ***Can you tell me something briefly about the Western & Atlantic?***

Yes. Running between Atlanta, Ga., and Chattanooga, Tenn., it was built by the State of Georgia, which operated it from 1841 to 1850, then leased it to the Nashville, Chattanooga & St. Louis (now L&N) for $420,012 per year. It is best known for having owned the famous locomotive *General*. Also, the Battle of Chickamauga, Sept. 19-20, 1863, raged along its tracks.

6 ***What is a crown sheet in a steam locomotive?***

This is the flat or curved plate directly over the fire forming the firebox roof. It is covered at all times on the top by water in the boiler and is said to be the hottest part of the firebox.

7 ***What is the average length between two block signals?***

According to our technical editor, Sy Reich, it varies, but on main line railroads block signals are usually spaced between one and one-and-a-half miles apart.

8 ***When was the last regularly-scheduled horse railway in U.S.?***

Pittsburgh Railway ran the last large city horsecar line, discontinued in 1923. Sulphur Springs, Ark., ran one even later, making it the last such line we know of in the U.S. New York City's last horsecar line, on Bleecker Street, was abandoned on July 26, 1917.

9 ***What is a "Hello, Dolly" freight car?***

It is the nickname for a new 66½-foot open-side boxcar with an arrangement of dollies to facilitate quick unloading. The dollies, each 16 feet long, are located on the car floor and equipped with roller bearings so that loads can be pulled to the center of the boxcar and quickly unloaded by fork-lift trucks. The doors themselves open up to 34½ feet. "Hello, Dolly" cars are built by Pullman Transport Leasing Co., a subsidiary of Pullman, Inc.

10 ***Where can I find the poem "Old Locomotive" by Percy Adams?***

Right here. It was originally published in the author's first book of verse, *The Hull and The Grain.*

Disused and battered hulk of
iron and rust and grime,
Gone is the power and sheen
and glamor of your prime.
Your day is done. Soon now
the cutting-torch's flame
Will sear your shell and vitals
and dissect your frame.
No more your urgent whistle
will echo in the vale;
The diesel has replaced you and
usurped the iron trail.
Obedient to the will and
the guiding hand of man,
Your tireless heart knew service
in a worthy plan.
Immune from fear and hate,
from envy, lust and greed.
Your voice proclaimed the
filling of a basic need.
In peace, in war, in fire, in flood
and darkest storm
You hauled the food to nourish man,
the fuel to keep him warm;
Brought progress to the wilderness
and cities to the plain,
Aloof from vain ambition and
flushed pursuit of gain.

Now in the scrap-yard and forlorn
amid the grass and weeds
You silently await the fate
reserved for iron steeds.
But be of cheer, for even though
you've made your final run,
The sun for you shall never set,
your life has scarce begun.

An Alco-GE-built Cleveland Union Terminal P-1a heads the *Prairie State*. These locos later worked out of New York City.
Photograph by Richard J. Cook

A brighter day awaits you
when science and human skill
Have wrought you into other forms
with further needs to fill.
As part of a great liner
you yet may sail the deep,
Or lay a jet trail in the sky—
a finer tryst to keep.
Your brass may yet be trumpets,
your bell a vesper chime.
Your uses shall be infinite and
touched with the sublime.
Your very soot and grime and rust,
your every plate and rod
Are symbols of a progress which
attends the march to God.
And when the scroll is written
it's certain you will find
That you have been recorded
as a boon to all mankind.

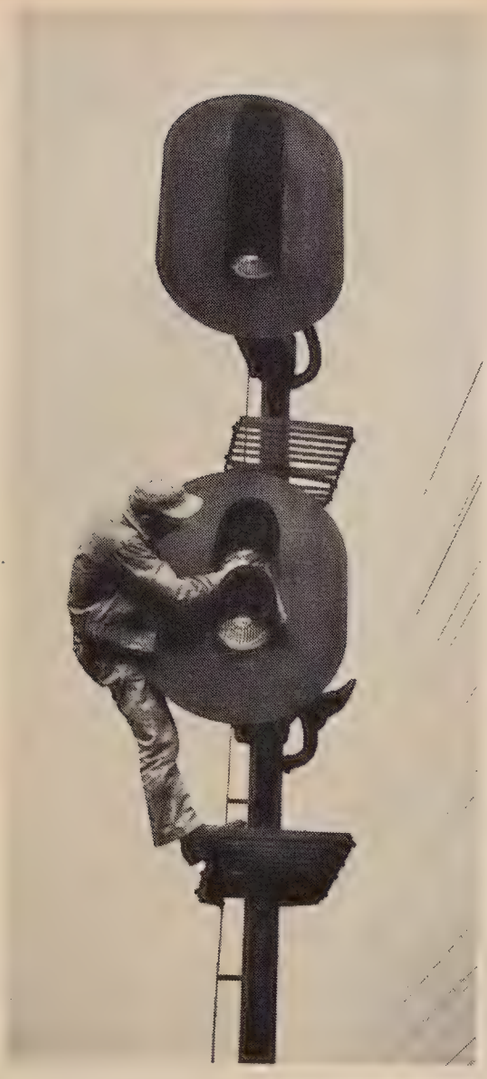
Running Extra

Our May dept. had an item about trains coasting into platforms at Grand Central Terminal. Jim Crimmins, 5 Bonnie Drive, Exeter, N.H. 03833, sends us another example: "When Boston & Maine built its own line into Boston in 1845 it erected a station at Haymarket Square, a short distance from busy Causeway Street. A city ordinance forbade the use of locomotives between the street and square, so horses pulled the trains. Ring bolts were on the ends of the cars to hitch the horse power to. A drop switch (flying switch) was made north of Causeway Street and the train coasted toward the street. I have not found out when the ordinance was rescinded."

Additions to a recent item about all-welded boilers comes from Bob Carlson, 17 Frederick St., Newington, Conn. 06111. Bob tells us that while Alco was the only loco *builder* to make these, Combustion Engineering Co., at their Chattanooga, Tenn., plant, turned out replacement all-welded boilers and actually built more than Alco did (perhaps 60 or 70 out of 100 used in the country). In fact, the first Alco all-welded boilers were sent down to Combustion Engineering to be stress-relieved as Alco did not have a furnace for that operation. CE manufactured these replacement boilers during the 'forties and into the early 'fifties. New York Central and Santa Fe used many of them in their engines.

Correction to our March dept. comes from a Canadian Pacific dispatcher-operator, Bruce Chapman, 38 Gilchrist Ave., Ottawa 3, Ont., Canada, who points out that the T-1 Selkirks were not Decapods and were, in fact, main-line engines. Nos. 5920-5935, he tells us, were streamlined for passenger service. We are particularly glad to get comments on motive power.

Who can give me information and engine numbers of the Pennsylvania steam locomotives used on the Moberly Division of the Wabash during World War II?—D.M. Christisen, Box 122, Columbia, Mo. 65201.



Perched high above the mainline, a signal maintainer repairs a block signal. Chesapeake & Ohio Railway Co.

Author of the soon-to-be-published book, *The Shay Locomotive,* Michael Koch, 41 Old Army Road, Scarsdale, N.Y. 10583, is writing another on the subject of logging railroads. He needs historical data, engine rosters, and early photos of such roads.

Conflicting corrections on the caption of a photo in our March dept. come from Nathaniel Goodman of Salt Lake City and Biff Byrum, Sacramento, Calif. Nathaniel says the steam-locomotive tender behind the Western Pacific FP7a diesel was used to provide extra diesel fuel, not heat. The only steam-heating car WP owned was built from a heavyweight baggage car, he reports.

Biff identifies the photo as having been taken around April, 1950, at 4th West between 1st and 2nd South, one block away from the Rio Grande depot in Salt Lake City, Utah. He says the tender is from a scrapped Florida East Coast 4-8-2 and was carrying water since the loco did not have a tank to carry water for the steam generator. The reason WP didn't use EMD's tanks, Biff says, was probably that they were too small for long-distance runs. Incidentally, the engine pictured was the lead unit on the last westbound *California Zephyr* into Oakland on March 22, 1970. The tender also is being used, behind WP's 200-ton steam crane at Oroville, Calif. The passenger cars are on display in an Oakland park.

More info. on the world's heaviest steam locomotive comes from E.W. Thomas, Grumman Aerospace Plant 35, Bethpage, N.Y. 11714, who sends us comparative data on Union Pacific's "Big Boys" and the Duluth, Missabe & Iron Range 2-8-8-4. The UP engine wins out in terms of total engine weight, 762,000 to 695,040 lbs., but DM&IR's loco is heavier in weight on drivers and the combined weight of the engine and tender. The figures for weight on drivers: DM&IR: 560,257 lbs.; UP: 540,000. For weight of engine and tender, DM&IR: 1,131,675 lbs.; UP: 1,104,-200. Tractive force was also higher in Baldwin-built Duluth, Missabe & Iron Range 2-8-8-4's.

What American railroad has the most vista-dome cars; when did it start using them?—Maurice Lantz, 1501 15th St., Eldora, Iowa 50627.

Can anyone give me any history of Pennsy cabin car No. 477619, built in 1929? I am now restoring it on my property and went to hear from trainmen who worked in it.—Dwight T. Walker, Jr., RFD 3, Box 33, Mount Airy, Md. 21771.

I would appreciate any info. on the Eastern & Portland's 4-8-2, painted No. 97 when featured in the motion picture *It Happened to Jane,* starring Doris Day and Jack Lemmon. In a close-up, you could see another number underneath, either 300 or something in the 3300 series.—L.P. Cummings, 129 Nevin St., Lancaster, Pa. 17603.

When in the Navy in 1945-6, we often rode between Washington, D.C., and Detroit. What locomotives (make, class) wheeled those trains? Also, I recall a two- or three-hour layover in Pittsburgh. What was the reason for this?—Frank Stock, 2614 Whalen St., Hamtramck, Mich. 48212.

How many Florida East Coast 4-8-2's were sold to the National Railways of Mexico and when? Also, was NdeM's ex-FEC 4-8-2 No. 3306 scrapped?—Kim Powell, R 9, 1966 Catalina Ave., Jackson, Mich. 49201.

Can anyone give me the exact thickness of the nickel-steel shell of the Lord and Lady B&O locomotives of the 1930's? Also, I'd like to know their boiler pressure, whether oil- or coal-fired, and general info. on these engines.—Charles Hubbard, 842 Inca St., Denver, Colo. 80204.

How much of the 65.8-mile Lewisburg-Bellefonte, Pa., branch of the Penn Central is still being used? Do any through trains operate over its entire length, and when was its passenger service discontinued?—David Fluck, 219 S. Ninth St., Quakertown, Pa. 18951.

I seek information on the Geneva, Ithaca & Sayre Railroad, especially dates and former owners prior to its control by the Lehigh Valley.—John Fabbricatore, 317 Macassar Dr., Pittsburgh, Pa. 15236. ●

A view from the retarder tower at Pittsburgh & Lake Erie's Gateway Yard in 1958.

HOBBY CLUB

conducted by Sy Reich

The *C. K. Watkins*, shown in 1866 at Canal and Kinzie Streets, Chicago. Loco was built by Rogers for the Green Bay, Milwaukee & Chicago; note sailing masts in distance. From *Chicago & North Western Steam Power*, by Chas. T. Knudsen. Collection of A. W. Johnson

A SEVEN-MILE tourist line linking Boyne City and Boyne Falls, Mich., will soon operate with all-British equipment. Three 65-foot coaches bought from British Railways and emblazoned in gold and red have already been delivered, and a steam "shunting" engine, purchased from the Meaford Power Station, Staffordshire, is currently undergoing modifications. Called the Boyne City Railroad, it runs on former trackage of the Boyne City, Gaylord & Alpena. The road will carry primarily skiers and vacationers to Boyne Mountain, but also freight. Right now it is using a 40-ton diesel rented from Penn Central.

It seems appropriate that this line will use British-built engines and cars. The Boyne towns were originally founded by settlers from Northern Ireland (part of Great Britain); the name comes from the celebrated Battle of the Boyne in 1690. As far as we know, this is the only railroad in North America which will power trains with a British loco.

Indiana Railway Museum is trying to buy 10.5 miles of Penn Central's Michigan Division track between Westport and Greensburg, Ind. Cost is $35,000, which the museum hopes to raise in voluntary contributions (at present, it has 2½ miles of ex-Milwaukee Road trackage). IRM also aims to buy a steam loco to supplement the two small switching engines it owns. This info. comes from *Hoosier Rail News*, monthly of the Indianapolis Chapter, NRHS, which also informs us that discussions are under way on a proposed merger between the chapter and IRM.

Many residents of Strasburg, Pa., are hostile to the Strasburg Railroad because they feel that railfans and tourists contribute little to the community and create traffic and police problems. The borough refuses to supply water to the state railroad museum being built there. L. P. Cummings, 129 Nevin St., Lancaster, Pa. 17803, culled this information from the Lancaster *Daily Intelligencer Journal*.

Long Island Rail Road, in an effort to deter school children from trespassing on railroad tracks, has created a cartoon character called "Metro Man." Clad in blue striped coveralls and a Superman-type costume, he is the star of a 15-minute slide show created to acquaint youngsters with the dangers of playing and walking near the tracks, especially ones equipped with newly-installed third rails. The slide show, "What Makes a Train Run?", has been shown to over 37,000 students so far. In it, Metro Man points out how third rails are run by the same kind of electricity found in a thunder bolt. The slide presentation, with a speaker, is available to schools and civic and community groups in areas where LIRR track is electrified. Details from Hank Boerner, Director of Public Relations, LIRR, Jamaica, N.Y. 11435.

A reader in upstate New York is interested in an excursion and/or commercial rail line within an hour's drive of Buffalo, Rochester, and Olean, N.Y. Anyone who would like to form a partnership or club and discuss plans for the line can contact D. Allbright, Box 61, Pike, N.Y. 14130.

The 1225 is the name of the monthly newsletter of the MSU Railroad Club. Its first two-page issue explains in detail the project of restoring ex-Pere Marquette No. 1225 to operation, now underway at the Michigan State University campus. To raise money for this undertaking, the club is selling chrome-plated rail spikes at $5 apiece. Steam operation of the 1225 is hoped for by spring, 1972. For details and subscriptions, write editor Kevin Keefe, MSU Museum, East Lansing, Mich.

A new railfan group called the Rutgers Railroad Club, Rutgers University, New Brunswick, N.J. is looking for more members. Meetings held the second and fourth Thursdays of every month feature slide and movie shows, bull sessions, and trips. Anyone (including girls) wanting to join should contact Ed De Lozier (tel. 249-8463), or Chuck Beck (727-2391). Chuck's address is 13 Georgetown Road, Parlin, N.J. 08859.

We thought we'd print part of an editorial by Mike Schafer which appeared in a recent railfan publication, *Northwestern Limited* (North Western Illinois chapter, NRHS): "There's a generation gap among railfans . . . the die-hard steam-only man vs. the 'diesel nut' and this situation is causing trouble. Walk into almost any railroad club and the first thing you'll notice is the age status of most of the group. There are some clans whose members will sit around in a circle staring at a crumpled and yellow photograph of an old Illinois Central 2400 on a 20-car standard equipment limited and take turns weeping. On the other hand, you'll walk into another group whose members are watching slides, shrieking with thrill at the color photograph of the Penn Central diesel rolling alongside a city dump with a two-car passenger train. Some groups are compatible, but such situations do exist. When they do, it's a danger to the organization's future." How do *you* feel?

Railway Stamps, billed as the most comprehensive such explanatory listing ever compiled, is available at a pre-publication price of $5 from American Topical Assn., 3308 N. 50th St., Milwaukee, Wis. 53216. The listing is arranged under country as well as subtopics such as bridges, cranes, maps, mining railways, signals, etc. Regular cost of the book, when issued this summer, will be $6.

In a recent dept., we mentioned that Raymond H. Johnson, Box 160, Wakefield, Kan. 67487, sold railroad watch fobs at $2.95 apiece. Actually, these nicely decorated fobs are cheaper—$2.25 each. Almost 40 roads are available, including B&O, Great Northern, L&N, Milwaukee Road, Wabash, and Western Maryland.

RAILROAD MAGAZINE visits the VALLEY RAILROAD IN CONNECTICUT

Low-slung 2-6-2 No. 103 originally belonged to the Sumter & Choctaw Railroad in Alabama, then Middletown & New Jersey where she headed many freights (above). Valley Railroad's two other steamers are No. 97, a 2-8-0 built by Cooke in 1924, and a 1934 Baldwin 0-4-0 Saddletanker used as late as 1968. This new road also owns a Brill gas-mechanical unit. Passenger equipment runs the gamut from wood-sheathed and open-platform cars to troop sleepers. Road runs from Old Saybrook to Maromas, Conn., 22 miles, over a New Haven branch abandoned in 1968. Operations will start this summer.

Photograph by Doug Wornom

Photographs by John Sheldon

Two Valley Railroad volunteers, Anne Snyder and Don Wolfgang, enjoy a cup of coffee in the Delaware & Hudson diner before starting day's work.

Miniature side-rod on the road's Vulcan diesel gets a drop of care from a pretty hand.

A GE 44-tonner, ex-Long Island Rail Road, heads steamer No. 97 and a string of Jersey Central coaches.

Mike Robinson (left) and Jim Buchard restore Jersey Central coach.

Paul Lewis, Mike Robinson, Dick Edling talk restoration plans for wood-sheathed, ex-CNJ boxcar.

Roger P. Cook, 505 Summit Ave., Oradell, N.J.

No. 103 crosses Creedon's Hill near Middletown, N.Y., over Middletown & New Jersey. She now belongs to Valley Railroad.

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BOOKS OF THE RAILS

by ALBERT HERSKOVITS

JANE'S WORLD RAILWAYS: 1970-71, Henry Sampson, editor, hard cover, 686 pages, 8½x12¾", maps, charts, photographs, index, Jane's Yearbooks, (American distributor: McGraw-Hill), $49.50.

The 13th edition of *Jane's World Railways* is out, as big and heavy as ever. Every railroad in the world is covered, giving statistics such as number of steam and diesel locos, passenger coaches, railcars, etc., and freight information. This takes up most of the 7-pound book, but there are sections on locomotive and car manufacturers, signalling, track maintenance equipment, and containers. The variety of world equipment is extraordinary and you will see rolling stock that looks as though it had been made on Mars. There are also numerous photos of passenger car interiors and, here again, countries vary tremendously in what their equipment looks like.

RAILWAY DIRECTORY & YEARBOOK 1971, hard cover, 819 pages, 5½x8½", IPC Business Press Limited, $18.

Although smaller and more compact, in some ways this is as good a world guide as *Jane*'s. Each country is listed, with maps, motive power information, and type of freight carried. There aren't as many statistics, but for the average reader at least, one wonders whether this is necessary.

RAILROADS IN THE STREETS OF SYRACUSE, by Richard F. Palmer, soft cover, 20 pages, 8½x11", published by Central New York chapter, NRHS, Martisco Road, Marcellus, N.Y. 13108, $1.50. (Not sold by our Book Service.)

"The city with the trains in the streets" became a bit unhappy with that designation and so, in 1936, the New York Central started using an elevated route, thus putting an end forever to backed-up autos waiting for a Limited to pass by on Washington Street. In text and well-selected photos, this slim book brings to life a sight some of us wouldn't mind seeing again in this city.

SCOTTISH LOCOMOTIVE HISTORY 1831-1923, by Campbell Highet, hard cover, 240 pages, 5½x8½", photos, index, George Allen & Unwin Ltd., 84 shillings.

A history of the quite considerable contribution that Scotsmen have made in the history of locomotive development. For a rather technical subject, it is written in a clear, informative style.

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The books are available only by mail, *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

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THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
TRAIN WRECK! Wesley J. Griswold	$ 5.95	($ 5.65)
CN STEAM POWER, by Clegg and Corley	$12.95	($12.30)
DEVELOPMENT OF LOCO ENGINE, by Sinclair	$15.00	($14.25)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
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STEVE MAGUIRE'S

TRANSIT TOPICS

NEW streetcars have been approved for San Francisco by the Public Utilities Commission, reports Ted Wurm, 122 Monte Vista Ave., Oakland, Calif., who, along with other thoughtful readers, sent us details from the *San Francisco Chronicle*.

The PUC directed the city to let out for bidding the specifications on 78 electric cars to operate in the new Municipal Railway subway and the five surface lines running out of it. This order is expected to cost around $24.5 million. They will be articulated, each one having two units and a higher capacity than the PCC's in San Francisco. Each will have a pantograph instead of a trolley pole.

According to Muni general manager John M. Woods, the new cars will be able to carry 180 persons (versus 125 in present streetcars) at subway speeds up to 65 miles an hour (versus 41 mph. for the present cars). First four cars should be delivered about Feb., 1973, with the rest later that year. Cost will be in the vicinity of $315,000 each. They will replace the present fleet of 108 PCC's which range in age from 19 to 25 years. It is of note that the last previous order for streetcars in the U.S. was made also by the Municipal Railway for their then-newest PCC's in 1952.

RUMORS that the Texas Transportation Co., operating a trolley freight line for the Pearl Brewery in San Antonio, may be dieselized are untrue, reports Rod Varney, Milam Bldg., San Antonio, Texas 78205.

Rod adds: "The brewery would have quite a time if they tried to put a diesel on the line, as it is strictly against the law. The City of San Antonio gave them a franchise in 1892 allowing them to operate with electric motors only. They know this and they are happy to continue as is, rather than get the ordinance changed.

"They have also kept their equipment in shape. No. 1 (ex-Kaw Valley, ex-City of Clarksburg) was overhauled and given a brand-new set of brakes. No. 2 (ex-Texas Electric) had all four of its motor armatures rewound. Still the work-horse, it is used four days a week while No. 1 sees one day-a-week service. During the winter months, No. 2 makes about three trips a day 'up the hill' to the Southern Pacific interchange."

Robert Gordon, 334 Kennerly Rd., Springfield, Pa. 19064

AN UNFORTUNATE occurrence at Boston recently has resulted in yards and shops of the Massachusetts Bay Transportation Authority being closed to all outsiders, report several readers in the Boston area, including Ed Wadhams and Norton Clark.

A story by Ed Banner in the Boston *Globe* gives the sequence of events, as told by an MBTA spokesman: "It all started when this fellow showed up at the Watertown car house and told the man in charge there he was relaying orders to ship some cars to Riverside for painting. He had volunteered to drive one of the cars. He was told to leave the premises and did so.

"He showed up again at 10 o'clock, this time at the Arborway yard, where he stole a trolley and operated it in revenue service—making the right stops and collecting fares all the way—until he reached the corner of Huntington and South Huntington avenues, where the car became disabled.

"He cleaned out the fare box and disappeared there and we had to send out an operator to bring the car back. It later develops that he took a cab from Huntington avenue to Riverside, where he stole a two-car train around 1:30 a.m. and drove it the four miles or so to the Reservoir Yard.

"There he lost control of the train and rammed into a single car which, in turn, rammed another. Both single cars were derailed and there was considerable damage."

The last chapter came when a "patched-up 16-year-old youth with a compulsive drive to operate trolley cars was taken from Beth Israel Hospital for arraignment in Brookline District Court's juvenile session, charged with stealing two MBTA trolleys and wrecking four others with damages estimated at $60,000."

SOUTHEASTERN Pennsylvania Transportation Authority (SEPTA), like most other transit operations, has its financial difficulties. In an effort to "solve" these problems, a general service cut ranging from five- to fifty-percent went into effect on this Philadelphia-area system on January 23rd. Least affected were the lines with the higher passenger loads, but many of the lightly patronized routes lost every other trip. One victim is trolley route 62, the Darby-Yeadon shuttle, commonly and affectionately called the "dinky." Less than a mile long, route

Two-car Saturday local accelerates out of Clifton-Aldan, Pa., on Penn Central's Media branch, April 18, 1970.

62 operation was discontinued entirely with substitute service being provided by through-routing several route 13 cars each day, according to *Trolley Fare*, monthly bulletin of Pittsburgh Railway Museum Assn., Arden, Pa.

The Liberty Liners have been out of operation on the Red Arrow Division for several months, due to troubles with the old substation equipment on the former Philadelphia & Western Railway's Norristown line. Since money isn't available to make the necessary repairs to the line's electrical system, the trains are just sitting on a siding for now. PATCO, operator of the Lindenwold Hi-Speed line, may buy them up for use as rush-hour express trains (after extensive renovations including new air-conditioning). No definite sales plans have been made, however.

MINNEAPOLIS saw its last streetcar back in 1954, but now a group of fans have formed the Minnesota Transportation Museum and are restoring a mile of track along the abandoned right-of-way of the Como-Harriet line. They intend to run the one former Minneapolis trolley they own, ex-Twin City Rapid Transit car 1300, built in 1908. A steel carbarn has been built and track is in place for most of the distance. The project is a joint venture of the museum group and the Minnesota Park Board. Anyone wishing to contribute to, or to join the organization should contact MTM at P.O. Box 1300, Hopkins, Minn. 55343.

VANCOUVER, B.C., has plans underway for a rapid transit system. A special study has recommended that it build four lines totaling 24 miles, to be completed by 1990. The estimated cost is $300 million; and three extensions later on, if undertaken, would bring the total costs up to around $500 million, reports the *Newsletter* of the Upper Canada Railway Society. Two of the four routes contemplated will use portions of abandoned rights-of-way of the old British Columbia Electric interurban routes to Burnaby and Marpole —once again proving the error in prematurely abandoning them years ago.

ILLINOIS Governor Richard B. Ogilvie is asking the Illinois Legislature to create a Chicago-area transportation authority that would coordinate all of the services of the Chicago Transit Authority, commuter roads, and bus companies, writes Steve Scalzo, 12845 S. Hoyne, Blue Island, Ill. 60406. If this is done, it will be the state's first coordinated policy toward air, rail, truck, auto and water transportation systems. Although the huge agency presumably would coordinate the services of all mass transit operations in the six-county Chicago metropolitan area, it would not get into the actual operation of the transportation systems.

WORK has been started on a Metro (subway) in Finland's capital, Helsinki, but it is not likely that orders for rolling stock will be placed before 1973.

TWO subway riders on New York's Independent Division to Far Rockaway, who received summonses for refusing to pay the second 30-cent fare

This solid-tire tower truck was used in regular service for the electric distribution utility of Winnipeg, Canada. Photograph was taken way back in 1915.
H. W. Blake, 237 Campbell St., Winnipeg 9, Man., Canada

Onto the beaches of Ciudad Madero, Mexico, comes one of few old-style trolleys of PCC-powered Tampico transit system.
James P. Marcus, Cleveland, Ohio

on the outer end of the line, were cleared of theft-of-service charges by a Criminal Court in Queens County, we learn from *Notes from Underground*, a bulletin published by the Committee for Better Transit, Inc., P.O. Box 3106, Long Island City, N.Y. 11103. Their lawyers indicated that they will now sue the Transit Authority for $1 million for "the ordeal they suffered, their anguish, and their suffering." It is alleged that:

The defendants, Laura Wilds and Cal Stadlen, were stuck for 3½ hours on an unheated, disabled train on the bridge over Jamaica Bay on January 21, 1970. The return trip in the evening, normally 55 minutes, lasted 2½ hours. When they got to Mott Avenue, Far Rockaway, (and about 25 other riders) refused to pay the 30-cent exit fare and were given summonses.

Most of the other defendants pleaded guilty to a lesser charge of disorderly conduct and were given suspended sentences; but the case of Miss Wilds and Stadlen dragged on in the courts. After many court appearances, they had a trial by jury last December 15th, but the jury could not arrive at a verdict.

In dismissing the charges, Judge Kenneth Browne said he was "not giving a blanket authorization to the public to disobey the law, but on the facts of the case the rights of these two were violated by the TA." He said the TA had failed to make a criminal case against them and failed to show that people who use its facilities "were getting the full services for which they were being charged."

PARIS, too, has severe transit problems. Like New York, the French capital has done little to improve its subway service while it poured millions into highway improvements. The result has been a one-percent loss of Metro customers each year for the last three years. Highways, on the other hand, have been getting more and more crowded. Last November, the situation exploded when 25,000 peo-

Photograph by Stephen D. Maguire
Phila. Suburban Transit's *Independence Hall* streaks past Radnor, Pa., in 1964.

ple marched down the streets of Paris to protest a proposed hike in subway and bus fares. They also demanded that the government allocate a bigger sum for public transportation.

Right now, 12 percent of the Metro's red and green cars date back to pre-World War I and many stations are in poor condition. Stations are so short that they can hold only five cars apiece. Paris' police chief, Maurice Grimaud, suggests building large parking lots at the edge of Paris to connect with subways. This might encourage people to take the subway instead of bringing their automobiles into the congested city. The Metro has some nice points, but as a Paris newspaper once said, "It is an old lady who has aged badly."

FOR THE FIRST time, riders on the Cleveland Transit Authority subway and the Shaker Heights Rapid Transit can transfer directly without having to climb up to street level, then down again to the adjacent platforms of the other line, writes Al Kleinsmith, Cleveland, Ohio. Al says the joint CTA-SHRT New Campus station at East 34th St. and Pittsburgh Ave. opened March 1. One big advantage accrues to riders from Shaker Heights trolleys en route to the airport. Now they won't have to carry heavy luggage up and down long stairways to reach Airport-bound CTS trains.

This old Brill car now belongs to the Guaqui-La Paz Railway Co. She is shown in May, 1970, at the La Paz, Bolivia, depot, 12,400 feet above sea level.
Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

New Electric Publications

The Liberty Bell Route's Heavy Interurban Cars, **110 pages, 6x9″, spiral binding, heavy paper cover, $2.50 from Randolph L. Kulp, 602 John Street, Allentown, Pa. 18103. The Lehigh Valley NRHS Chapter issued two 1955 publications covering the 700 and 800 series interurbans of Lehigh Valley Transit. This book, however, enlarges on the story with new facts, photographs, drawings and maps. It is a welcome addition to LVT history.**

The Archaeology of the Cable Car, **by W.W. Hanscom, 121 pages, 6x9″, hard cover, $10 from Golden West Publications, P.O. Box 8136, San Marino, Calif., 91198. This is a detailed, technical account of the cable cars, taken for the most part from pages of the *Mining & Scientific Press* which, in 1885, published a series of articles on San Francisco cable lines. Walt Wheelock has added some history to bring the cable story up to date.**

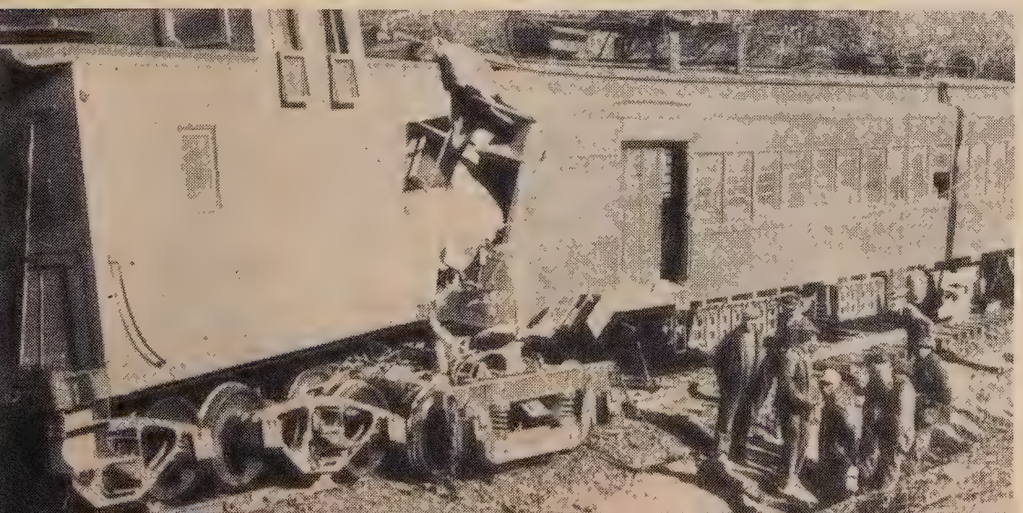
One paragraph may interest our readers: "Even the word *tram* comes from a Scottish word for the Devil, and was applied because the cars could be made to move out of a mine tunnel without human help, if the grade was right. The cars, however, had to be pushed back by men or drawn by horses and finally pulled by a cable hooked to a stationary steam engine." (Do any readers know more about this word?)

The Cable Cars of San Francisco **is the title of a 44-page booklet recently issued by the San Francisco Municipal Railway at 50 cents each (bulk sales of 12 or more copies are at a reduced rate of 25 cents each). Order from S.F. Municipal Ry., Public Relations Bureau, 949 Presidio Ave., San Francisco, Calif. 94115. There is some history here but mostly topics such as "A Six-Ton Moving National Landmark," "Windshield Wipers—a Concession to Progress," "Cable Car Carolers", etc.**

One paragraph in the booklet is disturbing and, if true, may change cable car history as it has been told most frequently in recent years. The booklet says: "A part-street, part-cable line, the London & Blackwall Passenger Railway, operating in London, apparently predated Hallidie's Clay Street Hill Railroad by 37 years." If this line was not a counterbalance or funicular, then it would seem, if this statement is true, that Andrew Hallidie was not the inventor of the cable car! (Notes Roger Arcara: "He wasn't. He perfected the system, but the first New York elevated line was operated by cable from 1867 through 1869. Hallidie's San Francisco line began operating in 1871.")

Sacramento Northern, **a 204-page history of that Califorina interurban line has been republished and is again available at $5 from the author, Ira L. Swett, 8438 Mountain View Ave., South Gate, Calif. 90280. The new edition is printed on much better paper than the earlier one. Photo reproductions are excellent.**

Photograph by Stephen D. Maguire
This Piedmont & Northern Ry. collision took place between motor No. 350 and a freight train in South Carolina, Feb., 1941. Who knows the exact location?



To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Boxcars are Temperamental

FICTION STORY BY PETE JACKSON

WOMEN and boxcars are a lot alike. By that I mean you never know what either of them is liable to do next. Tempermental, like Jo Ann. She's the cute little trick who slings hash down at the *5-Spot*. That's where me and my crew fill our bellies every night around 8:30.

Jo Ann has big brown eyes with lashes so long that she don't need any mascara. Her nose is kind of pugged, with a lift up right on the tip; her lips and her breasts are full and sensuous-looking. She's built along the lines of a streamlined passenger engine, but with a well-developed behind, and is as graceful as a hundred-mile-an-hour string of varnish.

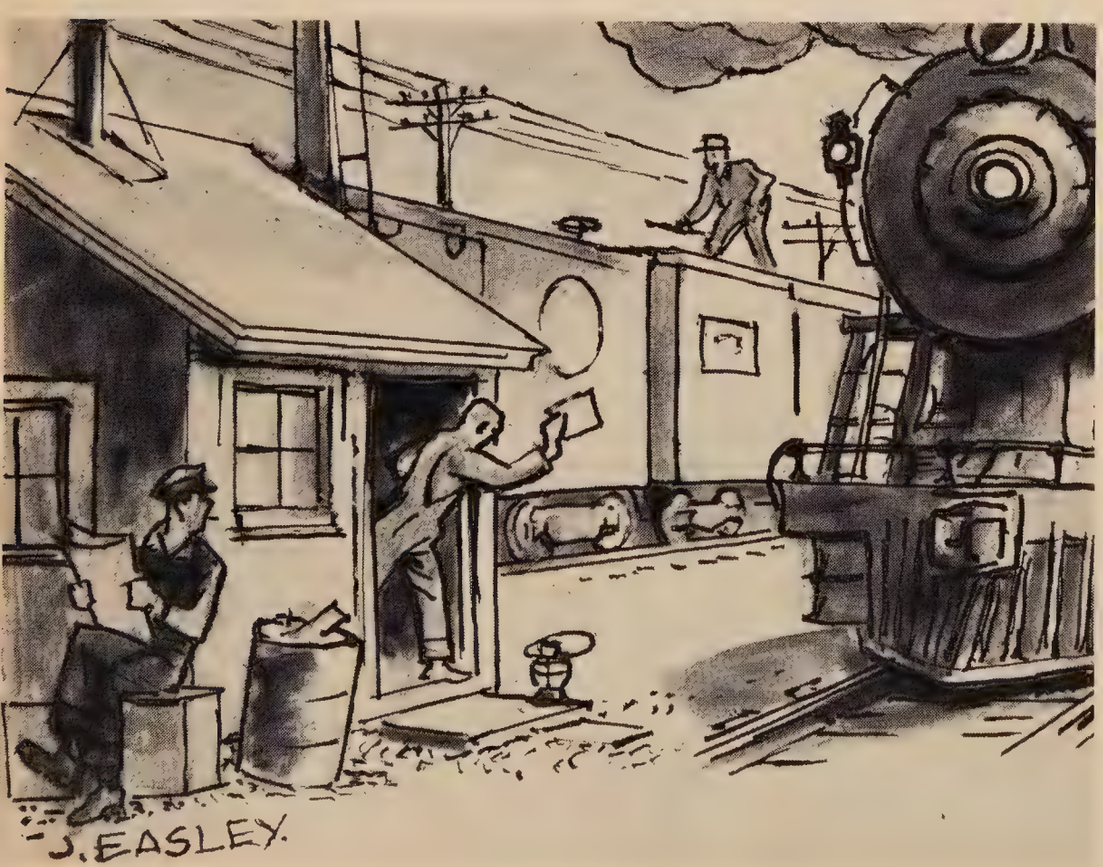
The way Jo Ann can serve five sizzling and savory short-cut steaks off her left arm in one operation is something to see and admire.

"The Beak," as we call him behind his back, is Jo Ann's uncle. He's also our yardmaster and his right name is Henry Morse. When we been doing our work like it should be done, not knocking any end ladders off boxcars or getting any rolling stock on the ground, we address him as "Hank." But when we have trouble, we speak humbly to "Mister Morse."

Only two things really count in the Beak's life. One, Jo Ann. Two, his brand new Chevrolet automobile. The Beak has been a confirmed bachelor all his life. Since he's practically raised Jo Ann from a chubby baby right up to her present eyeful of femininity, he's a pushover where she's concerned.

A great big bruiser, the Beak, with a bay window, a sharp, curved nose, slightly pink in color, and heavy jowls.

I work the 3:59 to 11:59 p.m. yard goat. I'm an engine foreman and, even if I do say so, a pretty fair car hand. That is, except when I have a streak of hard luck. Us railroaders figure that accidents always happen in threes. In other words, if you get a car off the track, you'll have two more mishaps before your luck changes.



Well, I'm feeling like I own the road this afternoon when I come to work. An early summer sun is beating down. A nearby field has a tractor plowing the rich brown earth. I smell its sweet aroma and throw out my chest. The Beak's new auto is parked beside the little yard office. Originally the shanty was a caboose, but now the cupola has been removed and it rests on solid blocks of redwood. Somebody planted a rose on one side and it has grown to almost cover the roof.

The Beak ain't outside admiring his new car, so I figure he must be inside studying the yard turnover.

Only one little trouble mars my horizon. Jo Ann has accepted my diamond ring and I've bought a plot of ground for the home I want to build for us. I got a war veteran's loan but can't get any wood to build with. I've combed all the lumber yards, hoping to find even enough rough boards to build a garage; we can maybe live in that till I get the home built. But no soap.

Anyway, I bust into the yard office and promptly forget such ideas. Jo Ann is there with her uncle. Every time I see her face and her seductive shape it takes my breath away.

"Hello, Pete," she greets me with a dazzling smile.

"Gosh, Jo Ann," I blurt out, "I was just gonna call you—"

"I came down with Uncle Hank. He's letting me use his Chevvy this afternoon," she tells me, patting the Beak on the shoulder.

"You take damned good care of it, young lady," growls the Beak, trying to speak gruff.

Jo Ann squeezes my hand furtively. I feel like singing.

"The *5-Spot* being closed today," she explains, "the girls who work there are driving over to Santa Cruz to have dinner on the pier."

"That's swell," I grin.

"Listen, Pete." Already the yardmaster is all business. "I want a car of oil spotted. The roundhouse foreman says the sump is about empty."

He hands me a switch list. The oil spur is right across from the yard office and the car of oil is first out on Number 1 track. I instruct my pin-puller to herd the yard goat against it.

Jo Ann and me chin while the pin-puller couples the diesel into the tank car. Then with a, "I'll be seein' you," to Jo Ann, I go across to spot the

tanker. The track is on a grade; you hafta chock a car with a piece of wood before leaving it or it'll roll back out. I don't take any chances. I spot the car myself, put a chunk of wood under the wheel, and then tell my helper, "Cut 'im off."

He does, and our galloper whines away. I give them a sign to come to Number 3 track. But like I told you a minute ago, boxcars are tempermental. This is a tank car, but it amounts to the same thing.

Jo Ann has got into the Beak's new Chevrolet and is backing up toward the oil track which she'll have to cross to get turned around. I've spotted a thousand tank cars and they stayed put. Maybe this one has got the oil sloshing around in it, or maybe there's enough pressure against the diesel when she's uncoupled to let the car smash over my chunk of wood. Anyhow, that heavy load of oil moves down the track, straight toward Jo Ann and the Beak's new auto!

My girl friend don't see it, being on the other side. I yell bloody murder. The Beak, who's looking at his Chevvy with agony in his eyes, makes a noise like a foghorn.

Jo Ann backs onto the oil spur just about the time the tanker reaches the same spot. The car is barely rolling, just the same there comes a tinny crash. Then a dead silence as the little beanery queen stops the motor by slamming on the brakes.

WHAT has happened is plain to be seen.

The right rear fender of the Beak's car looks like a worn-out accordion, while the trunk is dented and scratched, and so's the body. Unhurt, Jo Ann climbs serenely from the Chevvy just as the Beak roars at me:

"Of all the dim-witted bastards! Why in hell didn't ja chock that car before ya pulled away from it?"

"I did," I affirm. "Some of the chock is still on the rail."

The yardmaster won't listen. He's threatening me with everything in the book, howling: "I'll fire ya! I'll run ya off this railroad!"

I'm hoping Jo Ann will speak up, being engaged to me and wearing my ring. But as I said in the beginning, women are like boxcars. She's working at her fingers. Next thing I know she's thrust the diamond ring into my hand.

"I hope I never see you again, Pete Jackson!" she sobs and buries her face on the Beak's shoulder.

That makes me sore, Jo Ann being so unreasonable. After all, it's her fault as much as anybody's, driving in front of that damned tank car when I'm yelling bloody murder at her. On top of that, the Beak keeps shouting that he's gonna fire me.

"Listen, Mr. Morse," I tell him firmly, "you ain't gonna fire nobody. There's no damage to the tank car. Just because it runs over my chock ain't no reason your new auto should be drove in front of it."

That shuts him up. He knows I'm right. He begins rumbling inside like one of those hot mud springs.

"Okay, smart guy," he growls. "All I say is, don't stick your neck out from now on."

By this time everybody working around there has gathered. We lift the shattered auto off the track. Jo Ann and her uncle get in and drive off toward a repair shop.

We shove the tank back where it belongs and go on about our work. But my heart ain't in it. The tantalizing hasher has given me back my ring.

I'm right on my toes all the rest of that shift. Next day the yardmaster don't speak to me when I show for work. He merely shoves half a dozen switch lists at me and rumbles. I want to ask him about his new auto, but fear the results. So I keep my big mouth shut.

As I bat boxcars down the various tracks I'm counting the time to bean hour. The *5-Spot* will be open today, cute little Jo Ann will be working as usual and maybe I can patch things up between us. I tried to phone her this morning but I'm told she ain't home. Maybe she is or maybe she ain't.

By 8:30 we've covered all the industries between the yards and Montery Road where the *5-Spot* is located. I give my crew the old chow sign by holding my lantern up and we head for corned beef and beans.

I see Jo Ann through the window, looking even prettier than before, with a snow-white apron and a cocky white cap on her brownish-red hair. She's smiling at something that a big, dumb truck driver has just told her. Yet when I bust in, she wipes her smile off and her eyes grow cold.

However, she's friendly enough to my hogger, the tallowpot, and my two helpers, greeting each by name. Then she stops in front of me.

"And yours?" she asks like she's never seen me before.

"Listen, dear Jo Ann," I say sadly, "Let's forgive an' forget."

"I'm paid to serve anybody who comes into this restaurant," she tells me tartly, "but I don't have to listen to their troubles. Now what's your order?"

I look her right in the eyes. Big, beautiful, brown eyes. "Half a fried chicken, if that's the way you feel about it. And tell the cook to make it well done."

I'm feeling lower than the ballast under a railroad track as we go back to work. But I'm right on my toes, taking no chances on giving the Beak anything to fire me for.

I DON'T try to call Jo Ann next morning. When I get to work, the yardmaster still ain't speaking to me except in the line of business. Darlingo, one of our biggest shippers of fruits and fresh vegetables, has been yelling his head off for an express refrigerator car. One is supposed to be on its way but it's been delayed.

Darlingo has a load of cherries waiting to go to market and every hour his reefer don't show up makes him that much madder. All day he's been burning up the phone wires, raising the devil with everybody from general offices down to the yard clerk. The Beak has just slammed the receiver on its hook when I enter. He glares at me.

"Listen, meathead," he sounds off angrily, "the instant that express reefer shows, you get it spotted to Darlingo's packin' shed. Likewise, when it's loaded you send it out on today's local. Is that clear?"

"Yes, sir," I acknowledge. "Any idea when the reefer is gonna show?"

"It should come off the transfer by five p.m. So you hightail it right over there and wait for it."

That's the first thing we do when we get our engine headed down the main line toward the transfer. At 5.15 p.m. we get our express reefer. We grab it and hurry to Darlingo's packing shed.

Darlingo has a crew waiting to load his cherries. He's personally supervising the deal and his comments on our road and its service are most uncomplimentary, to all of which I turn a deaf ear.

When the cherries are rolling into the reefer and the orchard owner has cooled down somewhat, I politely inquire, "Just how long will it take to load this car, Mr. Darlingo?"

He looks at his wrist watch. "This car will be loaded, checked, sealed and ready to roll at nine p.m.

"Good enough. That'll put it out on the local at 9:30 on time," I assure him.

So we leave the reefer and go about our work. Waiting for it has put us way behind. We do the most urgent jobs first, like setting up a couple of canneries and picking up revenue loads for the local.

We've got only one train a day, in and out, being on the end of a branch. But it's the sweetest paying streak of iron on the system, a class A pike which we're proud to work for. Eight-thirty finds us on the west side of town, miles from the *5-Spot*. I talk it over with my crew and we agree that corned beef and beans can wait till we get the local made up and out of town.

After you eat at the same hash-house for quite a while, it grows to be a habit. You get to know the cooks and hashers, and so forth. You're even liable to fall like a ton of lead for one of the benery queens, like I unfortunately did.

Promptly at nine we nose into Darlingo's spur. Our car-checker is just finishing sealing the express reefer.

"She's ready to roll," he tells me.

We latch onto it and drag it out. I got only a few passes to make to finish the local. We couple the express reefer into five other cars and haul them above the bull switch. We call them bull switches because they lead into half a dozen other tracks.

I tell my pin-puller to make it an ace, a trey, and ace and all, the "all" being the express reefer. I throw the bull switch and give our hogger a kick sign. He takes it and a lone empty gondola rolls into Number 2 track. I give another kick sign. Three boxcars amble into Number 1. Another kick and the next ace, this time a big auto rack car sails into Number 2.

By this time I'm getting hungry. I want to see Jo Ann to find out if she's still sore at me. I hurry to finish making up the local so they can get out on time. I should have waited until I'm sure that damned auto rack has went to clear. But like I said, boxcars are tempermental. That auto rack rolls pretty much as it damned pleases, hits the frog leading into Track 2, and binds. Meantime I throw the switch and give another kick sign. My hogger takes it and the express reefer is heading toward Number 1.

That's when I see the auto rack stop to foul that track. There ain't a thing I can do but stand there and cringe as I hear a dull thump, then a scraping.

WITH sweat breaking out on me, I look over the damage. Well, I've cornered the express reefer and torn off the end ladder, which makes a penalty defect on it. That means it'll be sent to the rip track and repaired. It won't go out on the local tonight, the hottest load in the yard bad-ordered.

I've only one consolation. Jo Ann's uncle ain't around to raise hell with me. But when he finds out about it in the morning—well, I shudder.

As we enter the *5-Spot*, I'm up to my ears in a swamp of despondency. I don't hardly even look at Jo Ann as I drop on a stool at the lunch counter. I ain't hungry. All I want is coffee.

"Just a cup of coffee," I say when Jo Ann stops in front of me.

"What's the matter, Pete?" Her voice ain't sore any more. It's like it was before the Beak's new auto gets messed up.

I look at her. Her deep brown eyes are gentle. In a low voice—I don't want any dumb truck drivers hearing what I got to say, because railroaders and truck drivers don't exercise too much brotherly love—I tell Jo Ann all about that blasted express reefer of cherries, and what it's gonna mean to my future as an engine foreman.

She pats the back of my hand. "I'm sorry, Pete," she says softly.

I feel my appetite coming back. "You ain't mad about your uncle's new auto any more?" I ask.

"It was my fault," she confesses. "I lost my temper."

"Gosh," I breathe. "I think I'll have a short-cut steak and trimmings with my coffee. It smells real good."

I sail out of the swamp of despondency and straighten my shoulders. What's a little thing like a delay to a car of cherries? Or a torn-off end ladder? I can whip the whole world.

But I start worrying again after we leave the *5-Spot* and I don't sleep none too well that night. When my landlady calls me to the phone early next morning, I feel a sinking in the pit of my stomach. I know who's calling. And I also know what he's calling about, so I'm not very cheerful.

The yardmaster don't even reply to my timid "Hello."

"You raised hell last night, Jackson!" His voice sounds like a throat is full of saw blades and resin.

"I know." There's no use trying to alibi out of it. All I can do is take my medicine like a man.

"Carlson is comin' down tomorrow to hold an investigation," the Beak informs me. Mr. Carlson is our terminal trainmaster, you know. He's holding the investigation at one p.m., and you'd better bring along a representative, unless ya want to represent yourself."

That's something to look forward to. Almost before I hang up, I'm wondering what other railroads are hiring switchmen these days.

SINCE I spend all the rest of the morning hunting up some worthy brother to represent me at the coming investigation, I don't have a chance to call up Jo Ann that day. I console myself that I'll see her at the *5-Spot* at bean hour tonight. My crew are all sympathetic toward me. When we get on the job that night, they're about as sympathetic as friends of any fellow who's gonna be executed next day.

The express reefer of cherries has been fixed. I handle it very gently and get it switched into the local, taking extreme care that it's to clear when finally left. We got the usual industries to set up and a few loads to spot here and there.

Among the loads is a car for the Victory Lumber Company. This is quite a big outfit with its own spur track. The track curves sharply and two new steel gates must be opened to get into its yard.

Owing to the location of the Victory Lumber spur, you have to make a drop switch unless you want to take an hour longer to spot it up. A drop switch is where the engineer gets the car behind to rolling, then shuts off the throttle so the pin-puller can cut the car loose. The engine is speeded up, running away from the rolling car. A switch is throwed between engine and car, the yard goat goes down one track, the car down another.

By the time we get to the lumber spur, it's long past our bean hour, and darker than the bottom of a coal mine. But it will only take a minute to drop the car of lumber and then we're done. I tell my crew that I'll throw the switch when we make the drop. I'll also catch the car as it rolls past and ride it into the spur. My field man is an old fellow who ain't strong enough to set down hard on a hand brake.

Since it's five or six car lengths to the steel gates opening into the lumber yard, I'll have plenty of time to stop the car before we reach them. The spur is on a down grade so cars roll right along into it.

Everything goes off as per schedule. We make the drop. I throw the switch and grab the end of the car of lumber as it rolls past. Then I go high and take a place at the brake wheel. When the

car is clear of the main line, I take a swing on the hand brake.

The new cars are equipped with geared hand brakes. They are 100 percent efficient, more or less. This particular boxcar spoils the record. It ain't got no more hand brake on it than a locomotive has square wheels!

There I am, riding a boxcar loaded with lumber, about seventy-five juicy tons of animate bulk wobbling along like a fat, contrary old woman down the spur, heading for them new steel gates. And there's not a chance of geting stopped.

The car squeals around the curve. Ahead is the gates. I bat my eyes, and look again. The gates are wide open.

"Wow!" I exclaim in the darkness. "Maybe my luck has changed."

I sail through the open gates making about six miles per hour. But my luck ain't changed. It's only piling up for the big showdown. A light is burning in the office of the Victory Lumber Company. It shines on the owner's sedan, parked square across the railroad track.

You've seen these moving pictures where they speed 'em up. Well, that's the way things happen from then on. My runaway boxcar is about ten feet from the sedan when two men leap out of the office.

One of them packs a sack, the other clutches a gun. Both scramble into the sedan. The big guy hastily puts a key into the ignition, turns it, and steps on the starter. The motor roars into life. I yell a warning, but it's too late.

My boxcar hits the sedan. There's a rending of metal, a crunch, and the sedan turns on its side. My boxcar can't do anything but stop. I start down the end ladder just as somebody comes busting out of the office. He's yelling bloody murder.

"Stop 'em! Help! Police!"

INSIDE the sedan, the two men are making desperate efforts to get out. But the doors are smashed in on the top side and the ground locks the opposite doors.

Now I recognize the fellow who's shouting. He's the owner of the Victory Lumber Company. Taking in the whole scene at a glance, he grabs up a chunk of two-by-six about six feet long and holds it like a club.

"Don't let 'em get away," he yells.

I grab a board and help him.

"Police are coming," he pants. "They robbed me," nodding toward the pair inside the sedan. "Almost ten thousand dollars. I was just finishing checking up for the day, when they threatened my life with guns."

I hear the wail of sirens and the police arrive. They fish out the two robbers and handcuff them. Then somebody begins taking flashlight photos.

The owner of the lumber company tells everybody: "The switchman saw what was taking place and let the boxcar run into my sedan just in time."

I get the license number off the sedan so I can make out a 518 report. We pull the boxcar back so the owner can get the remains of his sedan hauled off by a tow car. By the time we're done messing around, I miss seeing Jo Ann again.

The Beak calls me out of bed early next morning. His voice is friendly.

"Can you come down here right away, Pete?" he asks.

"Sure," I reply.

When I reach the yard office, I see Mr. Carlson, our terminal trainmaster, inside with the yardmaster. In fact, the office is almost full of men. I enter. Spread open on the Beak's deak is the morning paper. Leering up at me from it is my picture with the overturned sedan and the boxcar in the background. In black headlines, I read: "Local Railroad Man Foils Robbery!"

"But for the quick thinking of Pete Jackson, engine foreman on one of our afternoon switching crews, a successful $10,000 robbery would have taken place at the Victory Lumber company about 10:30 last evening. Pete Jackson saw the robbers getting into the sedan owned by J. J. Billings, who operates the lumber company. Jackson let the car crash into the side of the sedan, imprisoning the pair until the police arrived. . . ."

Somebody begins pumping my hand. It's Mr. Carlson, beaming.

"About that investigation, Jackson," he says, "it's been called off."

Before I can say a word, Mr. Billings interrupts: "You've been in several times about getting lumber enough to build a little home, haven't you, Mr. Jackson?"

"I sure have," I admit.

He waves an expansive hand. "Drop in tomorrow morning. I think we can fix you up with just what you want."

"Thanks," I say to all of them. "I got to take off now. I just remembered some important business."

I leave the yard office. You see, I still got Jo Ann's diamond ring in my pocket and that seductive-looking hashhouse queen should be wearing it again. As I hurry past the rip track filled with boxcars, I thumb my nose. ●

Union Pacific Enginehouses

This list is based on UP official records as of Jan. 1, 1942. It is reprinted from the Railroad Station Historical Society *Bulletin*; William F. Rapp, editor, 430 Ivy Ave., Crete, Neb. 68333. The first figure after each location tells the number of stalls in the enginehouse; the second figure, maximum length in feet.

IDAHO DIVISION. Kemmerer, Wyo., 8, 96; Montpelier, Ida., 20, 110; Pocatello, 53, 120; Minidoka, 2, 80; Shoshone,, 6, 112; Glenn's Ferry, 17, 103; Nampa, 8, 96, (two of its stalls were used for a machine shop); Twin Falls, 4, 90; Wells, 2, 95; Boise Freight, 4, 86; Weiser, 3, 75; Banks, 2, 79; McCall, 2, 79; Blackfoot, 2, 108; Idaho Falls, 4, 86; Dubois, 8, 116; Lima, 12, 90; Silver Bow, 2, 78; Butte, Mont., 2, 121; Ashton, Ida., 4, 86; Victor, 2, 109.

UTAH DIVISION. Caliente, 14, 104; Lund, 2, 105; Milford 20, 106; Lynndyl, 18, 89; Tintic, 3, 80; Provo, 7, 146; Cutler, 1, 124; Salt Lake City, 32, 117; Cache Jct., 5, 83; Malad, 2, 85.

LOS ANGELES DIVISION. L.A. East Yard, 20, 105; L.A., 8, 105 (open-air type); Yedmo, 18, 95; Kelso, 5, 92; Las Vegas, 18, 107.

NEBRASKA DIVISION. Council Bluffs, 40, 118; Omaha, 10, 77; Valley, 3, 96 (no turntable); Columbus, 4, 68; Grand Island, 23, 88, and 15, 96 (no turntable); Lincoln, 3, 80; Beatrice, 10, 70; Norfolk, 2, 78; St. Paul, 1, 102 (no turntable); Ord, 1, 78 (no turntable); Loup City, 1, 8 (no turntable); Kearney, 4, 80 (no turntable); Stapleton, 2, 78 (no turntable); North Platte, 28, 114; Sidney, 7, 96; Gering, 5, 96; South Torrington, 2, 85 (no turntable).

WYOMING DIVISION. Cheyenne 20, 120, and 28, 120; Laramie, 27, 114; Hanna, 2, 72 (no turntable); Rawlins, 20, 96; Rock Springs, 8, 114; Green River, 29, 178; Evanston, 28, 114; Ogden, 20, 233; Park City, 2, 79 (no turntable).

KANSAS DIVISION. Kansas City, 35, 114; Lawrence, 2, 70; Topeka, 2, 84; Manhattan, 2, 70; Jct. City, 20, 96; Salina, 7, 85; Ellis, 14, 96; Beloit 1, 82; Plainview, 1, 78 (no turntable); St. Joseph, 24, 79 (St. Joseph Terminal RR.); Concordia, 2, 88 (no turntable); Marysville, Kan., 16, 96; Hastings, Neb., 8, 96.

COLORADO DIVISION. Oakley, 4, 96 (no turntable); Sharon Springs, 8, 85; Hugo, 8, 85; Pullman, 47, 100; La Salle, 4, 85; Sterling, 10, 85.

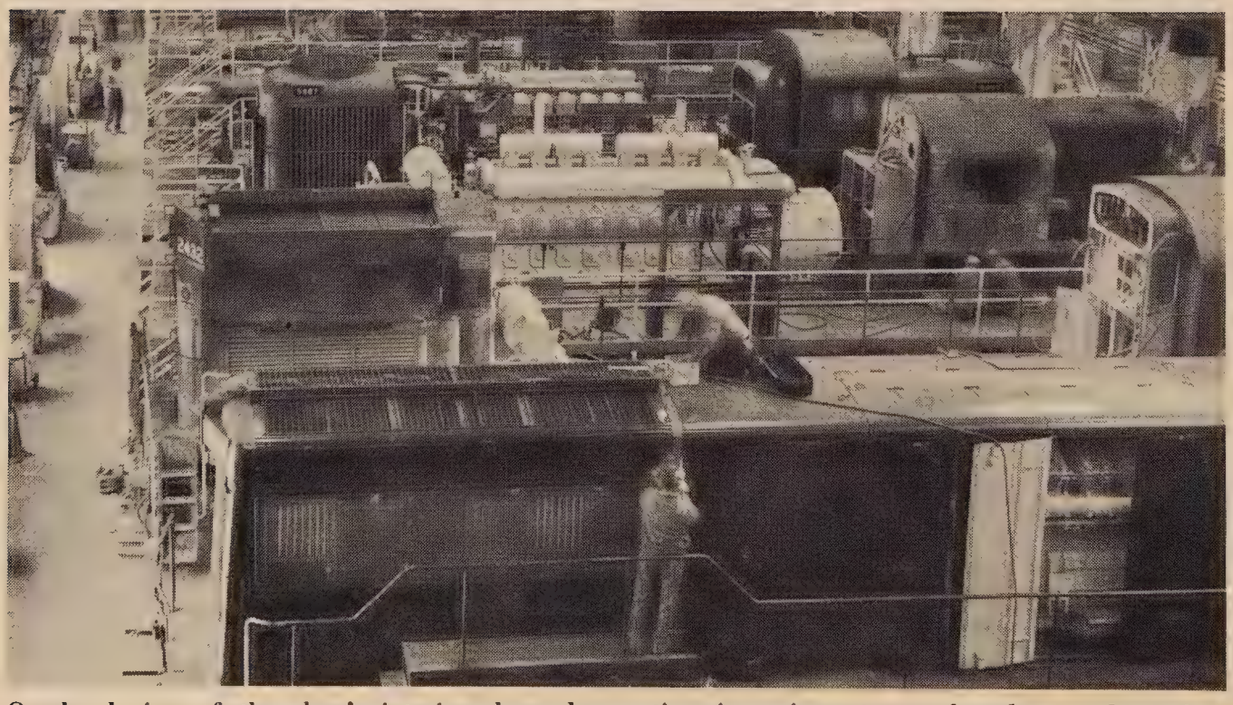
OREGON DIVISION. The Dalles, 12, 97; Metolius, 6, 90 (Oregon Terminal RR.); Bend, 2, 90 (OTRR); Chanlike, 1, 66; Condon, 2, 66; Heppner, 1, 66; Umatillia, 8, 66; Albina, 38, 90; Centralia, 20, 116 (Northern Pacific); Argo, 9, 74; Rieth, 10, 114; LaGrande, 34, 110; Huntington, 16, 120.

WASHINGTON DIVISION. Yakima, 4, 85; Walla Walla, 10, 84; Dayton, 1, 70; Moscow, 2, 64, Tekoa, 6, 64; Spokane, 11, 82; Wallace, 5, 85. ●

The well-known Collinwood Shops in Cleveland, Ohio, once owned by the New York Central System.
All photos courtesy of Brotherhood of Locomotive Engineers, 1120 Engineers Bldg., Cleveland, Ohio 44114.

NEW LIFE FOR OLD DIESELS

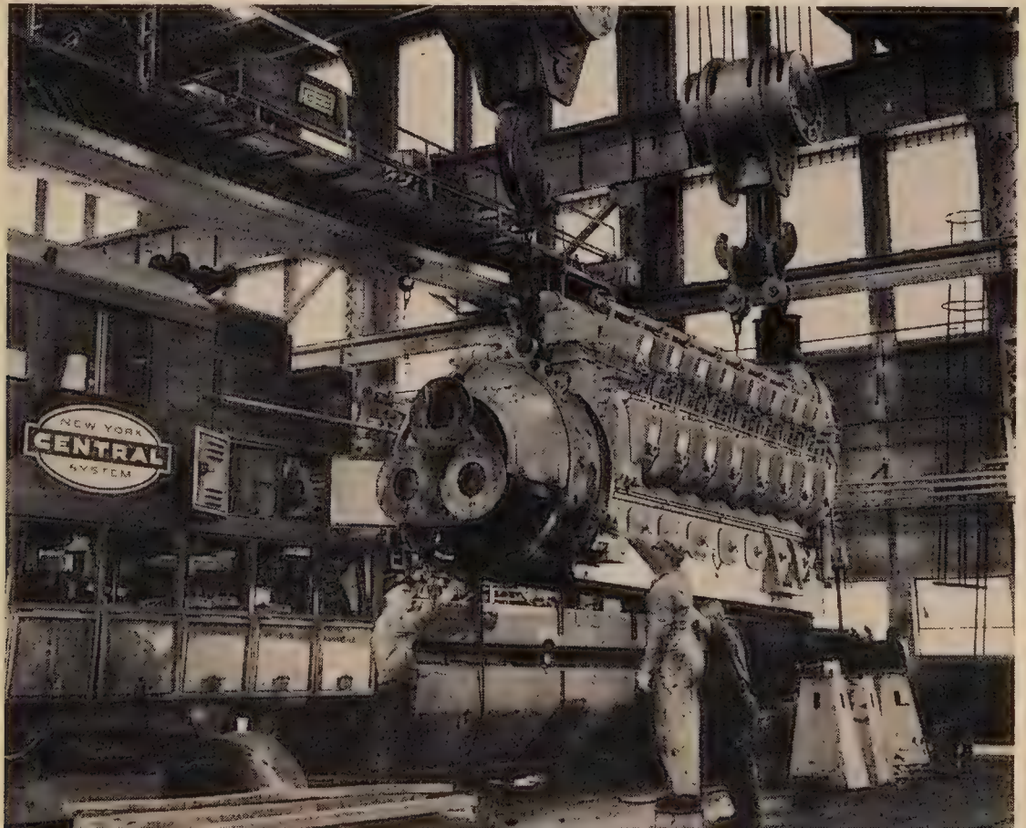
PHOTOGRAPHS BY RICHARD J. COOK



Overhead view of the shop's interior shows locomotives in various stages of undress and repair.

Another overhead view shows "assembly line" with No. 5790 in foreground. Once steam locos were repaired here.

As part of the repairs, No. 5790, a 1,500-hp. GP-7, has its 16-cylinder engine removed to a resting place for a general overhaul. Note massive cranes.

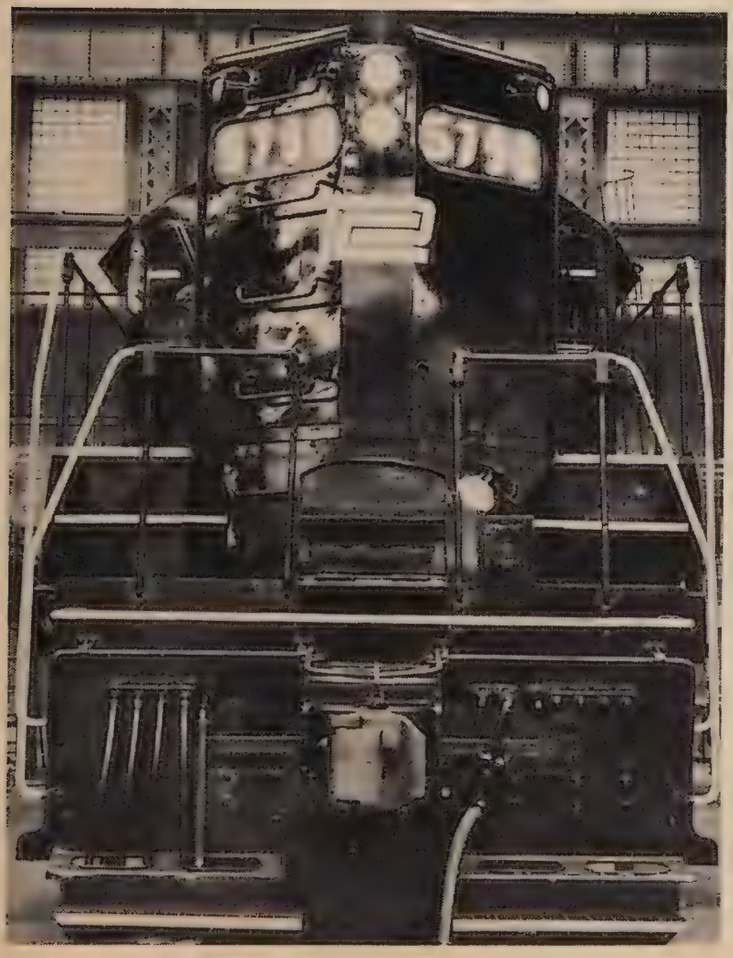


Near end of the overhaul, the 247,000-lb. diesel is suspended from the 200-ton crane and moved to "out track."

(Left) With sheet metal shop in foreground, No. 5790, set for its road tests, is ready to move out. (Right) Technician leans out of 5790's window to watch the lights on the test board as he tests train line and the multiple-unit hookup.

Cutting away an old panel to make way for modification and the installation of new identifying panel; the sparks fly.

Just before loco is overhauled, fuel is drained. Here we see a thorough cleaning with high-pressure steam and water.



Lights on and all systems "go," No. 5790 is ready to leave; she will now make way for the next engine in the line-up.

A colorful stage in the overhaul process is the sight of the burner cutting away rough edges from a new footboard.

THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), SSE (send 6c stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

BOB ADAMS, RR. 1, Box 85, Chesterfield, Ill. 62630, will buy "Lincoln Land Traction."

JIM ADY, 35 Hillside Ave., Salt Lake City, Utah 84103, buys tts., adv. folders of T&T, SPLA&SL, LASS Co.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells Mass Transit mags. from 1940's, '50's. (SSE).

JACK ARMSTRONG, 451 Brennan Rd., Columbus, Ga. 31903, sells on approval 35mm slides, 2¼x3¼ negs. of eastern, southern rrs. (SSE).

DEAN ARNOLD, 1620 Creal Cres., Ann Arbor, Mich. 48103, will buy joint or separate AA, DT&I emp. tts. of last 5 yrs.

HARVEY BASS, 287 Valley Rd., River Edge, N.J. 07661, buys tts. of DL&W, Erie, NYS&W, L&NE, L&HR, NYO&W, LV; sells tts. (SSE).

C.V. BELLS, Jr., 709 E. 10th St., Bend, Ore. 97701, buys or trades for pix of A&MR, Nthn. Redwood Lmbr. Co.

VAN BEST, 9306 Orizaba, Downey, Calif. 90240, sells, trades C&O, L&N, PRR, PC menus from '60's. (SSE).

TOM BIDDY, 7322 Oakwood Dr., Jacksonville, Fla. 32211, sells, trades, buys southeastern rr. emp. tts. (SSE).

RON BIGELOW, 404 W. 30 St., Wilmington, Del. 19802, will buy 7/56 Trains mag.; buys steam pix of Huntingdon & Broad Top Mt.

BOB BIXBY, 826 S. Wabash Ave., Chicago, Ill. 60605, buys 3½x5 pix of TP&W, C&IM, IT, SLSF.

C.S. BLACK, Box 154, Shearwater, N.S., Canada, buys pix, negs., info. on Puerto Rico Ry., Light & Pwr.

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wants to contact 35mm rr. camera fan in Peoria or Centralia Ill.

JOHN BORDNICK, 29525 Oakley, Livonia, Mich. 48154, will trade working telegrapher's set with call box and resignator for non rr. antiques.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors, Fla. trolleyana, RPO cancellations; buys railroadiana, trolleyana.

STEVE BRAYTON, 33 Highgate St., Allston Mass. 02134, sells 35mm slides of US., foreign rrs; list 20c.

ED BROWN, 1109 Briarcliff Dr., Rahway, N.J. 07065, buys postcards of steam locos alongside canals, rivers, stations.

JIM BROWN, 3 Bromley Cres., Bramalea, Ont., Canada, sells Canadian emp. tts., dispatcher's train sheets, tr. order bks.; list 25c.

CURTIS CARLOUGH, 229 Rea Ave. Ext., Hawthorne, N.J. 07506, buys NYS&W pix, tts., emp. tts., tkts.; emp. mags.

JERRY CARSON, 11945 Gay Glen Dr., Maryland Heights, Mo. 63043, buys diesel, steam slides; 8mm, super 8mm, 16mm movies.

J.L. CARTER, 4320 N. Ivar Ave., Rosemead, Calif. 91770, buys pix of MO&N. Ark, Ry.

JIM CHAMBERS, 126 Forest St., Reading, Mass. 01867, will buy Blackhawk 8mm movies "Smoke on C&EI," "WP Fast Frt.," "High Speed Frt. on NKP."

CECIL CHURCH, 216 Rideau Terr., Ottawa 2, Ont., Canada, buys, trades Alco, Baldwin, Lima bldrs. steam pix, catalogs.

TONY CITRO, 1452 Hamburg Turnpike, Wayne, N.J. 07470, sells PRR headrest covers, Pullman hand towels.

KEN CLARK, 207 W. 2nd, Saint John, Kan. 67576, trades for rr. tie-date nails.

ED CONKLIN, 5 King Arthur's Ct., St. James, N.Y. 11780, will sell NYO&W ctc signal; Keystone whistle posts, rr. forms, china, railroadiana. (SSE).

DAVE COOPER, 213 N. Lake St., Paris, Tenn. 38242, will buy Wayner's "Car Names and Consists."

JOHN CORNS, 1614 Ambler S.W., North Canton, Ohio 44709, does custom b&w darkroom work for railfans. (SSE).

JIM CRIMMINS, 5 Bonnie Dr., Exeter, N.H. 03833, will buy '86, '90 New Hampshire RR. Comm. annual reports.

JOHN DALTON, 19 Hillside Pl., Cranford, N.J. 07016, buys 35mm slides of CNJ, LV, RDG, PRR, EL, B&O, D&H, WM disels, esp. first generation.

HAL DAVISON, 611 3rd St. N.W., Austin, Minn. 55912, sells model rr. mags., emp. mags., pix of midwest rrs., other railroadiana. (SSE).

R.H. DELLINGER, Box 4095, Birmingham, Ala. 35206, buys, sells, trades rr. playing cards, buttons.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, sells b&w, color pix of EL stations; list free.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix of CN, CP; list 30c. Buys, sells CN, CP, TH&B steam negs.

BILL DIPPERT, 2650 N.W. Robinia Lane, Portland, Ore. 97229, trades for back issues of Railroad Magazine and Colo. Annuals.

MARK DOBRUNSKI, 3 Branford La., Dearborn, Mich. 48120, sells PC Northern Reg. No. 1 emp. tts.

PHIL DOLE, 1103 S. Butler, Farmington, N.M., sells D&RGW switch stands, Brookfield insulators.

PAUL DOUGLAS, 112 W. 21 St., Vancouver, Wash. 98660, wants to hear from owners of Don Roberts' and Herbert Sullivan's neg. collections.

PEGGY DUNN, 1402 Princeton Ave., Philadelphia, Pa. 19111, sells rr. uniform buttons, conductor's punch.

R.E. EMMETT, 2939 W. 100 Pl., Evergreen Park, Ill. 60642, sells NYCS kerosene hand lanterns.

BOB FARRICY, 1017 Westmoreland, Syracuse, N.Y. 13210, trades 35mm steam loco slides for pre-1950 Railroad Magazines.

PHIL FAUDI, 1100 E. Bluff Dr., Anchorage, Alaska, 99501, sells diesel pix of Alaska RR., New England rrs.; ARR slides.

DALE FISHER, Rte. 376 RD 2, Wappingers Falls, N.Y. 12590, will sell 1906 Loco Dictionary, documents, pix that belonged to Eleazer Lord, NY&Erie's first pres.

CHAS. GARDINER, 39-20 22th St., Bayside, N.Y. 11361, buys, sells railroadiana; buys wax sealers. (SSE).

BILL GATES, 607 Dawson St., Uhrichsville, Ohio 44683, sells tts., PRR items; list 10c and SSE.

BILL GORDON, 232 Beresford Rd., Rochester, N.Y. 14601, will trade "Roch., Syracuse & Estn." for "Trolley Talks, 1906, '15".

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, buys tkt. validator parts, dies.

JEFF HAERTLEIN, 3215 S. Illinois Ave., Milwaukee, Wis. 53207, will buy CMSP&P steam loco bell.

TIM HENSLEY, Box 638, Tripler Army Medical Center, Honolulu, Hawaii, buys 3½x5 pix N&W steam, N&W tts., other N&W railroadiana.

ED HERKNER, 6991 Neunkirchen, 125, Bad Mergentheim, West Germany, trades 35mm slides.

ALBERT HERSKOVITS, 35 West 64th St., New York, N.Y. 10023, will buy steam pix, negs., of Bangor & Aroostock; also wants info. on BAR wrecks, early history, passenger trains.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 steam pix; list 15c.

DIANE HOLTZER, 7265 Pittville Ave., Philadelphia, Pa. 19126, sells monthy union dues buttons 1921-'31.

PHIL HOM, 75 Montgomery St., New York, N.Y. 10002, buys 35mm slides of BART, Muni.

DAVE HULL, 3915 Mountview Rd., Upper Arlington, Ohio 43221, sells rr. printed matter.

ED HUMAN, 914 Orchard Dr., Lewiston, N.Y. 14092, will sell Trains 1948-'55.

L.J. KAST, 623 Maplewood, Willard, Ohio, buys pre-'62 annual proceedings of Air Brake Ass.

JOHN KEAVY, Jr., Box 214, Fall River, Mass. 02724, sells trolley pix of Union St. Ry. of New Bedford, Mass. (SSE).

SHELDON KING, 253 Robinwood Ave., Elmira Heights, N.Y. 14903, buys DL&W emp. mags. '54-'60.

W.A. KIRKPATRICK, 9331 Springfield, Evanston, Ill. 60203, sells 1910-'17 tts. of GR&I.

BOB KLINE, 250 South St., Minersville, Pa. 17954, will sell Railroad Magazine '32-'62 complete. (SSE).

FRANK KNIGHT, 3304A E. 56 Pl., Tulsa, Okla. 74135, trades rr. and trolley postcards.

JIM KNOOP, 31674 Schoenherr, Warren, Mich. 48093, will trade W&F Ry. & Lt. motorman's badge No. 1 for TMERL trolleyana.

PAUL KRANOWSKI, 121 Burnside Ave., Cranford, N.J. 07016, buys slides of F units, and all power of NYS&W, NYC, C&O, SAL.

HARLAN LANE, Rte. 2, Box 309, Kingsport, Tenn. 37660, sells Blackhawk rr. slides sets. (SSE).

AL LANGLEY, Rte. 1 Box 64A, North Augusta, S.C. 29841, will trade 1912 Ga. RR. rulebks., '62 L&N rulebks. for other rrs. rulebks; list 25c.

WOLF LAUBER, Weingartenstrasse 17, 87 Wurzburg, Germany, collects loco rosters with bldrs. nos., esp. NYC, UP, B&O, SP, PRR, RDG.

TOM LAWSON, Box 8311, Birmingham, Ala. 35218, sells size 616 negs. of shortlines, indus. rrs; each list, 10c.

MIKE LOESER, 1717 N. Orleans, Chicago, Ill. 60614, sells Off. Guides 1960, '67, emp. tts. to '54. (SSE).

J. LYMAN, 404 Clayton Rd., Chapel Hill, N.C. 27514, will sell NdeM rule bk. from 1892 with English and Spanish text.

HARRY LYZOTT, 2529 Webb St., Indianapolis, Ind. 46225, buys slides of IC MU's, CA&E 460's.

K. MADDUX, 610 Janeway, Lufkin, Texas 75901, sells 30-min. cassette tape of steam loco cab ride.

PAUL MARTIN, 14648 Prospect, Dearborn, Mich. 48126, buys, trades, sells rr. match bks. (SSE).

JIM McAULIFF, 3723 Mikedvale, Chicago, Ill. 60641, buys movies of Schen. Ry., HU, UTCO. 1

RON McGHEE, 537 Main St., Nashville, Tenn. 37206, will buy globe, fount and burner for Dietz No. 3 conductor's lantern.

W.E. MILLER, 260 Southwood Dr., Galt, Ont., Canada, sells sizes 616, 620 steam pix of CP, TH&B, ONR, CN, GTW, GT, CV; list 30c.

TODD MULLER, 209 Cedarwood La., Newington, Conn. 06111, buys switch stand parts, PC Adlake switch lock.

JIM MUNDING, 1749 E. Michelle St., West Covina, Calif. 91791, buys, trades for slides of UP turbines, diesels; trades Instamatic slides of his area for yours.

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, buys, trades for pix, negs., slides, drawings of M&P, predecessors' frt., psgr. equip.

G.W. MURRAY, RR 1, Beeton, Ont., Canada, will buy Josserand's book "Rights of Trains."

BILL MYERS, 25-76 41 St., Astoria, N.Y. 11103, buys, trades for slides of RDC's, movies of trolley buses, esp. in Seattle.

JON NELSON, 9911 W. Broadview Dr., Miami, Fla. 33154, buys, trades for FEC railroadiana; trades, buys RPO cancellations.

DAVE NESTLE, RD 2 Ray Rd., Greenwich, N.Y. 12834, sells railroadiana; list 25c, refundable.

WARREN NORCROSS, 5411 Whitby, Philadelphia, Pa. 91943, buys 8x10 pix of steam locos PRR 604 and B&O 4562.

E.C. NORVELL, 2733A Wyoming St., St. Louis, Mo. 63118, buys pre-'32 pix of locos, cabooses of CMSP&P.

TOM O'NEIL, 715 Vernor St., McKeesport, Pa., will sell '49 Trains, perfect cond; will buy EBT railroadiana.

DICK PANEK, 3001 N. Gresham, Chicago, Ill. 60618, sells color, b&w pix ATSF, SP, UP, PC, CB&Q; List 10c and (SSE).

B. PERCH, R. 506, Berwick St., White Haven, Pa. 18661, will trade archbar Cinn. trolley truck, fair cond., for 25-hp 2-cyl. vertical marine steam engine.

GLEESON PERRY, Box 875, Brownwood, Texas 76801, sells cassette tapes.

FELIX POLEK, Box 148, Braddock, Pa. 15104, buys NYC booklets on 25th Anniversary of 20th Century Ltd.

JIM PROKES, 7850 S. Kenneth, Chicago, Ill. 60652, buys tts., badges, dater dies, CNS&M lantern.

J.S. PYLES, Box 213, New Martinsville, W. Va. 26155, buys rr. lanterns, hardware, diner items, circus train pix.

J.R. QUINN, Box 1044, Tillson, N.Y. 12486, sells size 616 negs. of diesels, elecs., cabooses.

BILL RAPP, 430 Ivy, Crete, Neb. 68333, sells his bks. "CB&Q Depots in NB," "Railfans' Guide to Neb."

FRANK REEDER, 324 Downington House, Charlottesville, Va. 22905, trades OS sheets of closed RF&P towers for dispr. sheets, sw. keys, blueprints, other railroadiana.

FELIX REIFSCHNEIDER, Box 88, Fairton, N.J. 08320, will send 1908 trolley tt. reproduction, 6 pgs., map, free for SSE.

TONY REZNAK Jr., Box 755, Wilkes-Barre, Pa. 18703, buys negs., color slides of D&H steam in Pa.

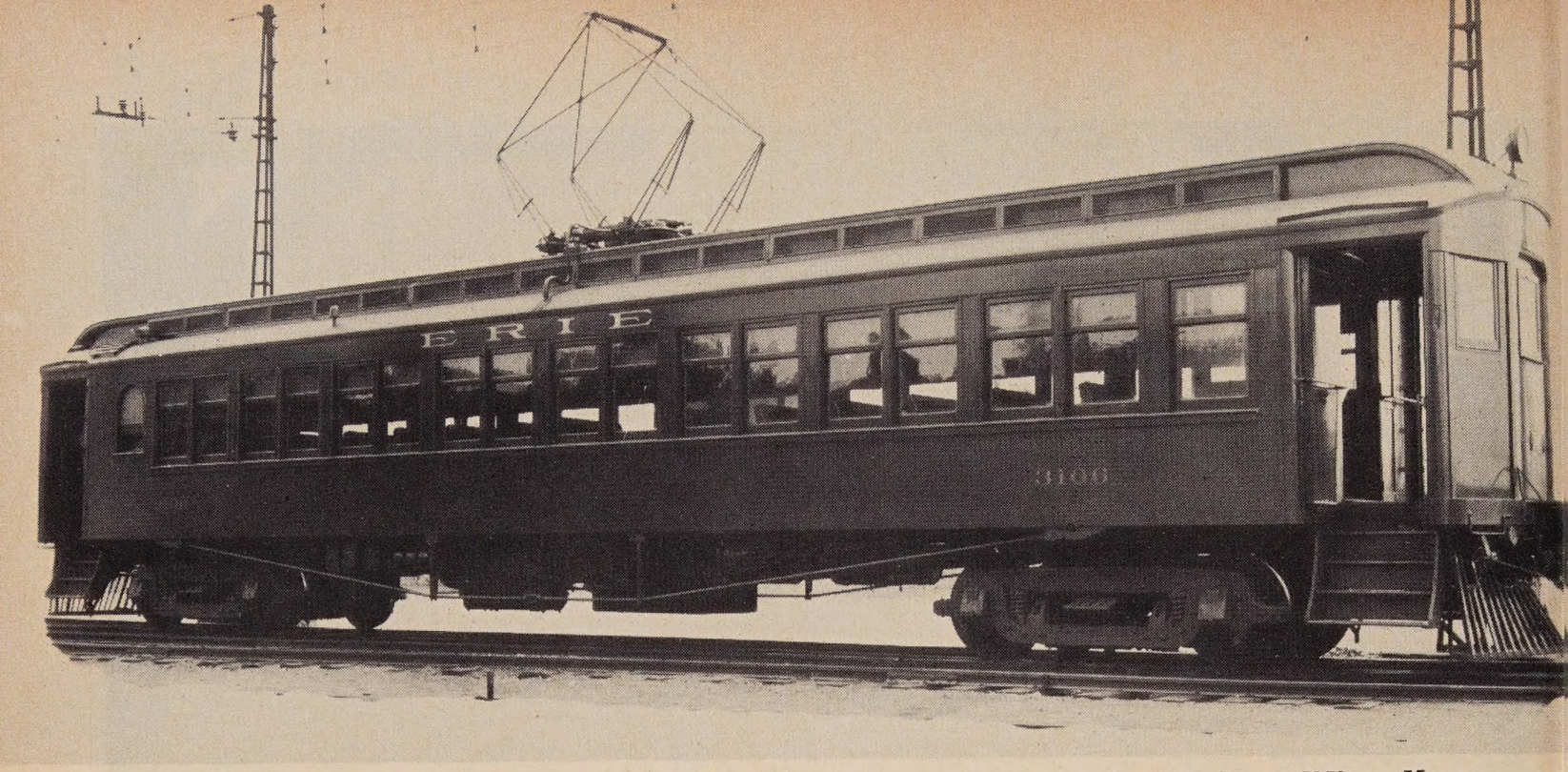
WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, globes with rr. markings, bells, hdlts., whistles, locks, keys.

BOB RIEBOLD, 434 Caroline, Kirkwood, Mo. 63122, buys, trades, sells playing cards; trades, sells train orders.

WM. RUSSELL, 402 Rochelle Ave., Wilmington, Del. 19804, will buy Pennypacker's "Estn. Steam Pictorial"; will sell Beebe's "Age of Steam."

Sierra Railroad's old movie queen, venerable Rogers-built No. 3, gets a steam bath before minor beauty repairs are made at Jamestown, Calif., August, 1970.

Henry W. Brueckman, P.O. Box 1545, Vallejo, Calif. 94590



On June 18, 1907, interurban electric service replaced steam powered trains from Rochester, N.Y., to Mount Morris, 34 miles, on the Erie. This single-track line operated at 11,000 volts; initial equipment comprised 6 motor cars, two of which had a 14-foot baggage compartment. Cars were 51 feet 4 inches long and were equipped with standard couplers. Due to dwindling patronage, electric operation ended on Nov. 29, 1934.
Collection of Thomas T. Taber, Box 363, Madison, N.J. 07940

FRANK SCHEER, 18 E. Rosemont Ave., Alexandria Va. 22301, buys interlocking equip., pix of Va. towers, railroadiana of RF&P, SOU, C&O, N&W, other Va. rrs.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells slides of diesels, stations; list, sample 25c.

DICK SCHROEDER, 1116 Saratoga, Danville, Ill. 61832, sells, trades C&EI stock certificates, annual reports. (SSE).

PAUL SCHUMANN, 10204 S. Utica Ave., Evergreen Park, Ill. 60642, sells CB&Q, CMSP&P playing cards; switch keys. (SSE).

JIM SHAUGHNESSY, 479 8 Ave., Troy, N.Y. 12182, sells postcards. (SSE).

AL SHER, 137-37 234 St., Laurelton, N.Y. 11422, buys Ralph on the RR series bks., size 7¼ condr. cap with badge.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, buys Loco, Carbldrs. Cyclopedias; rr. bks., rr. calendars, Mdl. RRer, RMC, Trains, Baldwin Loco. mags.

HARTLAND SMITH, Box 452, Birmingham, Mich. 48012, buys Blackhawk, amateur rr. movies.

K.M. SMITH, 758 Maple St., Fostoria, Ohio 44830, buys C&O tts.

JOE SNOPEK, 37 Kellogg St., Granby, Mass. 01033, buys negs., slides of NYNH&H diesels; elecs.; frt., psgr. cars; maintenance of way equip.

W.A. SNYDER, 515 Bischoff Rd., New Carlisle, Ohio 45344, buys bks. on Alco, Baldwin, Lima steam locos.

WES STEAD, Box 92, Effingham, Ill. 62401, will buy Trains 11/40-4/41, QO&KC, KCM&O emp. tts.

TOM STEPHENS 18 Union St., Randolph, Mass. 02368, buys rr. tote bags, D&H emp. tts.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, will buy rr. watch.

CARL STURNER, Box 24, Earlton, N.Y. 12058, sells slides of NYO&W, Erie. Large (SSE).

WALT SYLVESTER, 100 Hyde Park Ave., Bellwood, Ill. 60104, buys trolley, interurban badges.

VIC TEACH, Aptdo. 4075, Monterrey, Mexico, buys pre-'42 Mexican rr. tts.

C.E. TEED, 1028 Auderson Way, San Gabriel, Calif. 91776, sells back issues Railroad Magazine. (SSE).

JIM THURSTON, 390 Harold St., Crystal Lake, Ill. 60014, buys C&NW railroadiana.

BOB TRENNERT, 6812 N. 9 St., Philadelphia, Pa. 19126, sells Kodachrome slides of PC GG-1's, E-44's, Metroliners, etc. (SSE).

DICK VARTABEDIAN, 16575 Whitcomb, Detroit, Mich. 48235, will sell 5,7/44, 1,3/45, 5,6,8/47, '54-'55 Trains.

J.J. WALK, 5453 Wallace Pl., Fremont, Calif. 94538, will buy 1st ed. of Graves' & Wurm's "Crookedest RR. in World."

T.G. WICKER, 317 Oakwood Ave., Sanford, N.C. 27330, buys steam negs. of SAL, ACL, NS, SOU.

CECIL WILKINSON, 14522 State St., Riverdale, Ill. 60627, wants addresses of Bill Fairchild and John Bordnick.

BOB WITT, 218 S. Bassett St., Madison, Wis. 53703, buys pre-'56 B&O Summary of Equip.

HOWARD WORLEY, 713 Lafferty Dr., Pittsburgh, Pa. 15227, buys P&WV tts., pix, keys; sells P&WV, WSB steam loco diagram bks. (SSE).

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells diesel negs. on approval.

JOHN YOUNG, 169 San Francisco, Hamilton, Ont., Canada, trades 8mm color movies of CN, CP, TH&B for rrs. of your area.

GARY ZEITLER, 339 Winthrop St., Toledo, Ohio 43620, buys Eisenhower funeral tr. slides.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell 1 copy ea. of these hard-cover books: "History of Bro. of Maintenance of Way Employes," by Hertzel, 308 pages, 6x8¾", ill., indexed, (1955), $3; "Railroading from Rear End," by Farrington, 430 pages, 5½x8¼", illust., indexed, (1946), $10; "Johnstown Flood," by McCullough, 302 pages, illust., indexed, (1968), $5; "Sierra Ry.," by Deane, 181 pages, 5¾x9", illust., indexed, (1960), $5.25; "Civil War Railroads," by Abdill, 192 pages, 10½x8¼", ill., (1961), $9, all good cond., postpaid. ●

Pen Pals Wanted

James Altig, 1420 Otley Ave., Perry, Iowa 50220, wants to correspond with Minneapolis & St. Louis fans; buys M&St.L and Iowa Central pix.

Gary Clark (11), 120 S. Lafayette, Griffith, Ind. 46319.

Marvin Copper, RD 1 Sugarman Ave., Millville, N.J. 08332, is a Penn Central fan.

Richard T. Freed, 533-31st St., N.W., Canton, Ohio 44709, wants to hear from Erie Lackawanna fans.

Rev. Joseph Hajcak DD, 3438 Old York Road, Philadelphia, Pa. 19140, wants to hear from ecology-minded members of the fair sex interested in hiking along the beautiful Lehigh Valley Gorge in Pa.

Dave Stricklin, Rte. 2, Box 725, Watervliet, Mich., wants to hear from railfans all over U.S.

Alan Sweigert (31), 3764 Northampton Road, Cleveland, Ohio 44121, wants railfanette pen pal.

Isaac D. Winfield, 516 Harrison St., Oak Park, Ill. 60304, seeks literature on Santa Fe passenger trains.

Randy Reedy, 2042 N. Taylor St., Arlington, Va. 22207, wants to hear from railfanettes in Washington area, also railroad employees.

Glenda Spencer (19), Box 26194, San Francisco, Cal. 94126.

Norma A. Galon, 541C P. del Rosario ext., Cebu City, Philippines.

Julian Yagong, Tontunan, Clarin Bohol, Philippines.

M. Levitan (55), Box 395, Chicago, Ill. 60690.

Sandi Frances (20), Box 902, Wickenburg, Ariz. 85358.

Mary L. Colombo, P.O. Box 902, Wickenburg, Ariz. 85358. ●

Coming Events

May 8: "Hershey Special," from Jenkintown and Wayne Jct., Pa., to Hershey, Pa. using Reading RDC's. Fare $10; kids under 12, $7.50; lv. 8:45 a.m., return 6:45 p.m. Tickets and details from Robert Eastwood Jr., Philadelphia chapter, NRHS, Box 41-R, Huntingdon Valley, Pa. 19006.

June 6: 200-mile electric MU excursion out of Reading Terminal, Philadelphia, covering all six Reading electric commuter lines. Details from Claude Dixon Jr., Box 1691, Rockville, Md. 20850.

June 12: "Covered Bridges Ramble" on Claremont & Concord Ry., Claremont Jct. to Newport, N.H., in open gondola cars. Contact trip committee, New England Division, Railroad Enthusiasts, Box 136, Ward Hill, Mass. 01830.

June 13: Trolley trip over SEPTA routes, Philadelphia, Pa.; fare $5. Tickets and details from NPETA, Inc., Dept. A, 2307 Wagner Ave., Erie, Pa. 16510.

June 19: "Railfan Day" at Edaville; freights, double-headers, etc.; sponsored by Bemis Street Ry., c/o "Skipper" Clark, 21 Endicott St., Newton Highlands, Mass. 02161. ●

Model Trading Post

HAROLD ASHLEY, 41 Anderson Ave., Scarsdale, N.Y. 10583, buys Louis Marx trains, trolleys, novelty handcars.

C.V. FLANAGAN, Box 187, Staten Island, N.Y. 10301, sells trolley kits, traction items; list free.

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, sells Revell HO plastic structure kits. (SSE).

L.D. MOORE, Box 2144, Portsmouth, Va. 23702, buys, trades AF, Lionel, std., O gage trains; list 20c.

R. PAIGE, 715 Meridian St. Ext., Groton, Conn. 06340, will sell Tyco HO gage unloading car set, crossing gate, telphone poles, signs. ●

Enjoy rich tobacco flavor without the smoke.

It's rich tobacco taste you want, not the smoke, right? You'll find that a pinch of our fine smokeless tobacco between gum and cheek sure beats smoking. You enjoy rich tobacco taste naturally. No smoke clouds the issue. It's just you and the good rich taste of tobacco, tobacco that's too good to smoke. For more information on our fine smokeless tobaccos, just write United States Tobacco Company, Dept. R, 100 West Putnam Avenue, Greenwich, Connecticut 06830.

Copenhagen® and Skoal® also available in Canada.

The smokeless tobaccos.

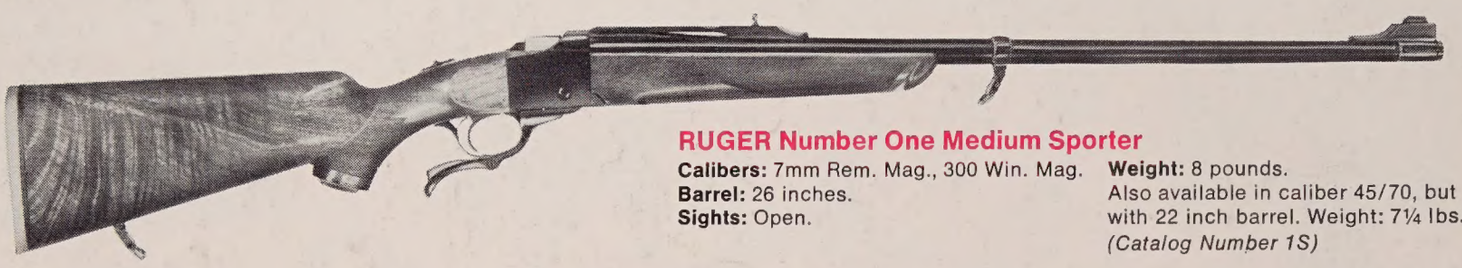
Designed for every sporting purpose

The Number One Quality Rifle

As a combination of beauty and strength the Ruger® Number One Single-Shot Rifle has no equal in the world of modern sporting rifles. It is built in styles and calibers for practically every taste and requirement. These pictures illustrate the entire range now available — and ready to give any hunter a lifetime of satisfaction.

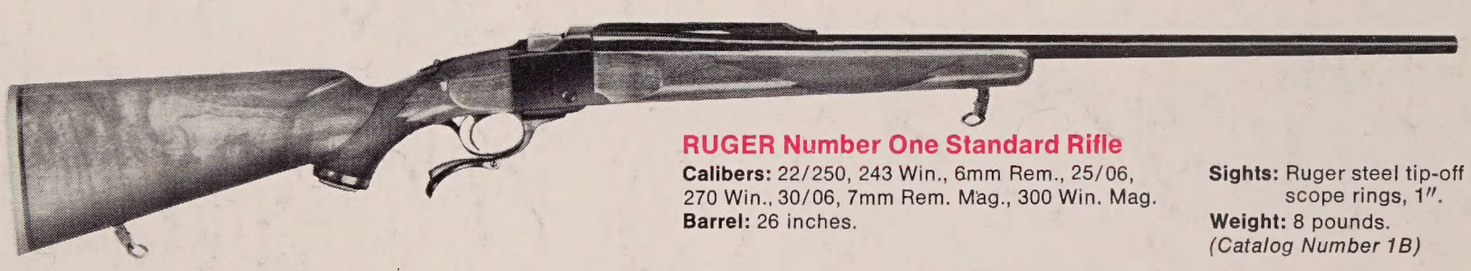
RUGER Number One Light Sporter

Calibers: 243 Win., 30/06, 270 Win.
Barrel: 22 inches.
Sights: Open.
Weight: 7¼ pounds.
(Catalog Number 1A)



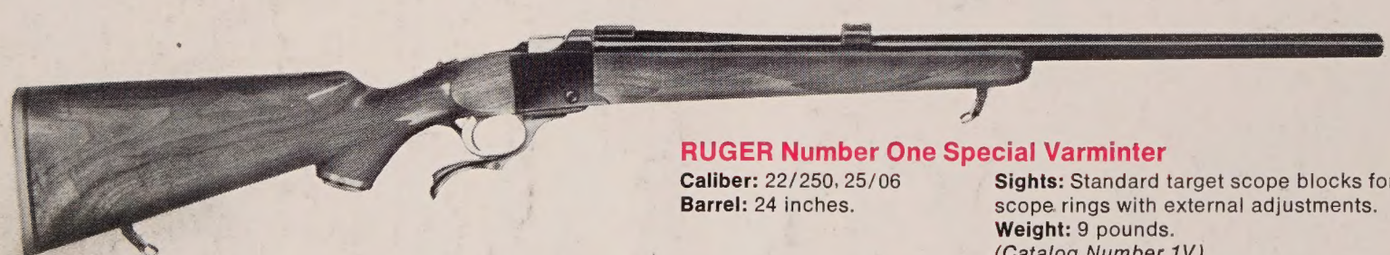
RUGER Number One Medium Sporter

Calibers: 7mm Rem. Mag., 300 Win. Mag.
Barrel: 26 inches.
Sights: Open.
Weight: 8 pounds.
Also available in caliber 45/70, but with 22 inch barrel. Weight: 7¼ lbs.
(Catalog Number 1S)



RUGER Number One Standard Rifle

Calibers: 22/250, 243 Win., 6mm Rem., 25/06, 270 Win., 30/06, 7mm Rem. Mag., 300 Win. Mag.
Barrel: 26 inches.
Sights: Ruger steel tip-off scope rings, 1″.
Weight: 8 pounds.
(Catalog Number 1B)



RUGER Number One Special Varminter

Caliber: 22/250, 25/06
Barrel: 24 inches.
Sights: Standard target scope blocks for target scope rings with external adjustments.
Weight: 9 pounds.
(Catalog Number 1V)

RUGER Number One Tropical Rifle

Calibers: 375 H & H Mag., 458 Win., Mag.
Barrel: 24 inches.
Sights: Open.
Weight: 8¼ pounds for 375, 9 pounds for 458.
(Catalog Number 1H)

General information on specifications:
Sights: Catalog Numbers 1A, 1S, and 1H have adjustable folding leaf rear sight mounted on quarter rib and ramp front sight base with caterpillar type gold bead sight. All quarter ribs are machined to accommodate Ruger steel tip-off rings. Scope rings are $15. additional for all models except 1B.

Woodwork: Carefully selected American Walnut. Pistol grip and forearm hand-checkered to a borderless design.
Price: Suggested retail price is $265 for any of the models listed above.
How to order: Place an order with your Ruger dealer by Catalog Number and caliber. (No variations from the above specifications are possible).

Write for the new, complete catalog of Ruger sporting firearms.

STURM, RUGER & Company, Inc.

Southport, Connecticut 06490 U.S.A.

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